MICROFILM
START
OF ROLL
ROLL NO.
41

FS-2(1) Rome Flight Strip, I.O.N. 1942
Secon. Hwy.
#2603

RECEIVED
JUL 19 1945
FOR FILING

Stencil No. 12

FS-2 (1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division Eight

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-2(1)
Rome Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 10 1945
OREGON
STATE HIGHWAY COMMISSION

Jeo

Wa4pr16160

Oregon Flight [illegible] Project No. FS 2(1)

JDM

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1942 by The Oregon State Highway Commission, and on December 29, 1942 by the Federal Works Administrator, as amended by modifications of project agreement signed on November 8, 1943 and June 30, 1944 by the State Highway Department, and on December 4, 1943 and June 30, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 2(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications and estimate to provide for additional post construction during the existing emergency and further adjustment of quantities found necessary during construction, and by reason thereof has requested that the approved estimate of cost be reduced from $210,327.00 to $208,157.91, and that the Federal funds approved and set aside to the credit of the project be reduced from $210,327.00 to $207,943.58.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read,

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred seven thousand, nine hundred forty-three and 58/100 dollars ($207,943.58) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

"(a) By the State: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 198, laws 1943."

Clause (d) of Article III shall be revised to read:

"(d) It is hereby mutually agreed that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred seven thousand, nine hundred forty-three and 58/100 dollars ($207,943.58), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred eight thousand, one hundred fifty-seven and 91/100 dollars ($208,157.91), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 12, 1945, and the Administrator on JUN 19 1945.

OREGON STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads

Attest
SECRETARY

Oregon Flight Strip Project No. FS 2(1).

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~highway~~ designated in the records of this Agency as Flight Strip Project No. FS 2(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 208,157.91 in lieu of the $210,327.00 approved by Certificate dated December 4, 1943 as the total estimated cost of said project, and the sum of $ 207,943.58 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and JUN 19 1945

Federal Works Administrator,

By W J Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

RECEIVED
JUN 7 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

FS-2 (1)

June 4, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for signature and return to this office for the Rome Flight Strip, Oregon FS-2(1).

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

As the modification must be completely executed by June 30, 1945, will you give this matter your immediate attention in order that we may forward it to our Washington Office in time.

Very truly yours,

W. H. LYNCH
Division Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

Encls.

RECEIVED
JUN 5 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

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MAY 28 1945
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

FS-2 (1)

May 26, 1945

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of September 6, 1944, relative to application for the land necessary for Oregon FS-2(1), the Rome Flight Strip.

Filed in 1944
Cont.-Fed. aid
Flight Strips

We understand that you made application, The Dalles 031858, on August 6, 1942, but that Mr. Jackson, Register, advised this land had been set aside for the use of the War Department.

However, in line with subsequent communications, it is requested that the application be completed by submitting the necessary papers to us for processing as was done for Oregon FS-4, the Alkali Lake Flight Strip.

Early consideration of this matter will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 28 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Proj't

RECEIVED
MAY 18 1945
FOR FILING

FS 2(1)

May 17, 1945

Mr. W. B. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Rome Flight Strip, Project No. FS 2 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 2(1)

ROME FLIGHT STRIP

IN MALHEUR COUNTY

(Estimate as basis for modified agreement. Based on final construction costs and estimated post construction costs to June 30, 1946.)

Salem, Oregon, May 12, 1945

Preliminary Engineering -	$ 345.67
Construction- -	193,812.24
Post Construction -	14,000.00
	$208,157.91

Federal Flight Strip Funds Requested:

Preliminary Engineering - - - - - - - - - - - - - - - - - -	$ 345.67
Construction- -	193,597.91
Post Construction -	14,000.00
	$207,943.58

/

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NOV 20 1944
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-2-1

July 31, 1944

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-2(1)
Rome Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
AUG 1 1944
OREGON
STATE HIGHWAY COMMISSION

Ha4pr-16160

Oregon Flight Strip Project No. FS 2 (1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1942, by the Oregon State Highway Commission, and on December 29, 1942, by the Federal Works Administrator, as amended by Modification of Project Agreement signed on November 8, 1943, by the Oregon State Highway Commission, and on December 4, 1943, by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 2 (1); and

WHEREAS, the Highway Department of the State of Oregon has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for additional post construction work during the period of the existing emergency, and by reason thereof has requested that the approved estimate of cost be increased from $205,327.00 to $210,327.00, all of which is to be paid from Federal funds made available for such work.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates and the sum of two hundred ten

thousand, three hundred twenty-seven and 00/100 dollars ($210,327.00) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof:"

To Article III shall be added clause (d) to read:

"(d) It is hereby mutually agreed that the post construction provided for by this agreement shall include work performed through the fiscal year 1945, subject to the condition that payment of Federal funds shall be made before June 30, 1945 for all post construction work performed; and provided further that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred ten thousand, three hundred twenty-seven and 00/100 dollars ($210,327.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 30, 1944, and the Administrator on JUN 30 1944.

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By A W Schaupp
Member, State Highway Commission

By ______________________
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Oregon Flight Strip Project No. FS 2(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of ~~a highway~~ flight strip designated in the records of this Agency as Flight Strip Project No. [illegible] 2(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $210,327.00 in lieu of the $205,327.00 approved by Certificate of December 4, 1943 as the total estimated cost of said project, and the sum of $210,327.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~proportion of said~~ total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and 30 1944

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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APR 1 1944
FOR FILING

FS - 2

[illegible]

March 28, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of March 7, 1944 regarding the non-receipt of the wind cones for the Rome and Alkali Lake Flight Strips, Projects No. 2 and 4, respectively, we are now advised the cones were requisitioned on March 15 and ordered shipped to the district engineers at Lakeview and Vale, Oregon.

Very truly yours,

W. H. LYNCH
District Engineer

By:
L. J. Caufield
Senior Highway Engineer

c.c. - District Engineer
Oregon Highway Department
Lakeview, Ore.

c.c. - District Engineer
Oregon Highway Department
Vale, Oregon

RECEIVED
MAR 29 1944
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

March 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As suggested in your letter of February 21, 1944, regarding the non-receipt of the wind cones for the Rome and Alkali Lake Flight Strips, Projects Nos. 2 and 4, respectively, this matter has been called to the attention of the Air Forces. Two copies of a telegram to the Commanding General, Army Air Forces, Washington, D. C., are enclosed. When we receive further information regarding the shipment of the cones, you will be advised.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

RECEIVED
MAR 8 1944
OREGON
STATE HIGHWAY COMMISSION

COPY

4 MARCH 1944

GMAS A-4 FD(6)pe

CG AAF, WASHINGTON D C

ATTN: AFMMD - MAJOR HUEBSCH,
NIGHT LIGHTING SECTION X

A-4 GMAS

2AF FD ________PD DIST ENGR PUBLIC ROADS ADM PORTLAND OREGON ADVISES CLOTH SOCKS FOR ILLUMINATED WIND CONES ROME AND ALKALI LAKE OREGON FLIGHT STRIPS NOT RPT NOT RECEIVED WITH EQUIPMENT PD ADVISE IF SHIPPED AND DELIVERY POINT CMA IF NOT SHIPPED REQUEST SHIPMENT ROME CARE DIST ENGR OREGON STATE HIGHWAY DEPT VALE OREGON AND ALKALI LAKE CARE DIST ENGR HIGHWAY DEPT LAKEVIEW OREGON

ENT CG TWO AF

COPY

February 21, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

This is to inform you that the cloth socks for the illuminated wind cones at the Rome and Alkali Lake Flight Strips were not received with the wind cone equipment furnished by the War Department, and that, therefore, the illuminated cone installations are lacking in a detail essential to their useful service.

We suggest that this situation be called to the attention of the interested federal agencies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
FEB 10 [illegible]

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-2

January 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-2(1)
Rome Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 18 1944
OREGON
STATE HIGHWAY COMMISSION

Tom.

HA4pr-15160

Oregon Flight Strip Project No. FS 2(1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1942 by The Oregon State Highway Commission, and on December 29, 1942 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 2(1); and

WHEREAS, The Oregon State Highway Commission has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for adjustment of quantities found necessary during construction, for additional improvements required, and for post construction purposes during the period of the existing emergency, not to exceed one year but subject to extension during said emergency, and by reason thereof has requested that the approved estimate of cost be decreased from $223,309.50 to $205,327.00, all of which is to be paid from funds made available under the abovementioned section of the Defense Highway Act of 1941.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred five thousand, three hundred twenty-seven and 00/100 dollars ($205,327.00) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof;"

To Article III shall be added clause (c) to read:

"(c) It is hereby mutually agreed that construction and post construction shall be considered as separate units of the project and that each unit may proceed to final completion, inspection, and acceptance independently of the other unit, and final payment of Federal funds may be made on each unit after such final completion, inspection, and acceptance."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred five thousand, three hundred twenty-seven and 00/100 dollars, ($205,327.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Nov. 8 1943, and the Administrator on DEC 4 1943.

THE OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 2(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of ~~a~~ **flight strip** ~~highway~~ designated in the records of this Agency ~~as~~ **Flight Strip** Project No. **FS 2(1)** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **205,327.00** **in lieu of the $223,309.50 approved by Certificate dated December 29, 1942** as the total estimated cost of said project, and the sum of $ **205,327.00** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ **is the** ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this ______ day of ______________

one thousand nine hundred and D[illegible] 1943

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
NOV 10 1943
FOR FILING

FS - 2

November 9, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Rome Flight Strip, Project No. FS 2 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FS-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

November 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A modification of the agreement for Oregon Flight Strip Project FS-2(1), Rome, in Malheur County, based on your estimate of October 6, 1943, for approximate final construction costs, plus $9,000.00 for post construction expenditures, has been prepared.

This modification will release Federal funds needed to complete the financing of the Aurora Flight Strip, Oregon FS-1(1), as now proposed.

We are forwarding herewith two copies of the proposed modification of agreement for signature and return to this office, together with one copy of the agreement estimate for your files.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

Encls.

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3 1943
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
OCT 18 1943
FOR FILING

FS-2

October 18, 1943

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from June 15, 1943, to June 24, 1943, without penalty, in connection with contract No. 2603, for grading, surfacing and bituminous macadam on the Rome Flight Strip Project in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - Paul Van Scoy

~~Recorded~~ 10/19/43
E.B.

RECEIVED
OCT 19 1943
FOR FILING

FS-2

October 18, 1943

Hartford Accident & Indemnity Co.
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2603 for work on the Rome Flight Strip Section of the I.O.N. Highway, in Malheur County, has been completed by the contractor, Clifford A. Dunn, and that final payment in the amount of $5,906.34 will be made on or after October 28, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $187,987.98 of which amount $152.31 represents the amount of force account work. This contract was completed on June 24, 1943, and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Recorded-

E.B.

[illegible]
RUTH SMITH

SEPT 21, 1943

RECEIVED
SEP 1943
FOR FILING

FS - 2

COST ANALYSIS - FINAL REPORT

Rome Flight Strip Adjacent to I. O. N. Highway

Contract No. 2603 Prefix 23-1031

Clifford A. Dunn, Contractor, John T. Burch, Engineer.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	1,476.90	100%	-	-	$ 6,000.00
Structural Excavation	130.55	96.7 Cu.Yd.	1.35	2.00	193.40
General Excavation	36,158.40	101,268.7 " "	0.357	0.50	50,634.35
Finish & Trim Earthwork	5,355.00	100%	5,355.00	2500.00	2,500.00
18" Concrete Pipe	3,050.80	1,245 L.F.	2.45	3.50	4,357.50
Pit Run Gravel in Base	29,793.75	41,963 C.Y.	0.71	0.95	39,864.85
Screened Gravel in Base	9,258.00	7,289.00 C.Y.	1.27	1.50	10,933.50
Sprinkling	2,977.65	1,353.5 M-Gal.	2.20	3.00	4,060.50
Preparation of Base	1,850.00	100%	1,850.00	3000.00	3,000.00
Furnish & Place Aggregate	28,942.50	7,780. C.Y.	3.72	3.50	27,230.00
Furnish & Place 151-200 Asphalt	16,914.00	496.02 Ton	34.10	38.00	18,848.76
Furnish & Place RC 3 Cutback	8,633.00	253.17 "	34.10	38.50	9,747.05
Wind Cones	127.50	1 Each	127.50	200.00	200.00
PA 1 Construct Woven Wire Fence	1,985.00	1,066.67 Rod	1.86	2.22	2,368.01
PA 2 General Excavation	2,390.00	6,349.6 C.Y.	0.377	0.50	3,174.80
PA 3 Purchase 151-200 Asphalt	400.75	15.1 Ton	26.54	26.54	400.75
PA 4 Purchase Excess Gravel in Stockpile	3,540.50	2,023.1 C.Y.	1.75	2.00	4,046.20
PA 5 Purchase 6" Well without casing	231.00	220 L.F.	1.05	1.05	231.00
PA 5 Purchase 6"well with casing	45.00	30 L.F.	1.50	1.50	45.00
Force Account	152.30				152.30
Cookhouse	8,735.20				5,253.19
	$ 162,147.80				$ 193,242.31

Gross Revenue	$ 193,242.31
Cost	162,147.80
Profit	$ 31,094.51

Profit Equals 16.1% of the Gross Revenue.

ROME FLIGHT STRIP

Detail Cost:

Labor

Supervision	$ 7,434.57	
Labor	47,411.09	
State Industrial Accident Ins.	3,290.76	
Social Security	548.46	
Unemployment Insurance	1,645.38	
		$60,330.26

Materials

18" Concrete Pipe	1,245 L.F.	at	$1.72	$ 2,141.40	
Materials for Fence				907.12	
Wind Cone	1 Each	at	68.30	68.30	
Asphalt (Sub Contracted)					
					$ 3,114.82

Equipment Rental, Supplies & Misc.

Equipment Rental & Repairs	$26,792.00	
Gas, Oil & Grease	8,908.00	
Lumber for Camp & Crushing Plant	1,849.60	
Miscellaneous Supplies	6,394.16	
Freight & Cartage	4,532.14	
Well Drilling	550.00	
Bond	1,409.90	
Liability & Property Damage Ins.	274.50	
Home Office & Overhead Expense	3,522.78	
Cook House Supplies	3,533.90	
		$ 57,766.98

Sub Contracted to Russel Olsen

Preparation of Base	All		$ 1,750.00	
Place Mineral Aggregate	7780 C.Y.	at 2.00	15,560.00	
Furnish & Place	496.2 Ton	" 31.00	15,376.72	
" " " Cutback	253.17 "	" 31.00	7,848.27	
Surplus Asphalt in Bbls.	15.1 Ton	" 26.54	400.75	
				$ 40,935.74

TOTAL COST - $162,187.80

REMARKS:

This contract was bid Aug. 27, 1942 and awarded Aug. 31, 1942. Due to the scarcity of men work was not started until Nov. 27, 1942. The contract was finished June 24, 1943.

The clearing which consisted of sage brush was done very economically with a large V shaped cutting machine about 10 feet in width and a large rake pulled with a 75 H.P. Caterpillar tractor. The cutting machine cut the sagebrush off or pulled it out by the roots and the rake raked the sage brush up in windrows where it was burned. Very little hand labor was required and the cat, cutting machine, and rake was operated by one man. The cost of clearing was approximately $14.00 per acre.

The grading was done with 5 cats and 5 - 12 to 15 cu.yds. scrapers which operated two 10 hour shifts per day when weather would permit. Grading was not started until December 7th and due to cold, wet and stormy weather it was necessary to close down January 17th and wait until March 22nd, before grading could be resumed. In order to hold the crew it was necessary to keep most of the men on the payroll and keep them busy repairing and overhauling equipment.

The gravel topping was dug from a gravel pit with a 3/4 C.Y. shovel and hauled in from 10 to 25 - 4 cu.yd. trucks.

A crushing plant was erected at the gravel pit and produced the 1" - 0 screened gravel and the crushed mineral aggregate. The material was loaded in the pit with a ½ Cu.Yd. shovel and hauled to the crushing plant in two - 4 cu.yd. trucks. The screened and crushed materials were stockpiled near the crusher and was thenpicked up and hauled to the flight strip as required.

The bituminous surfacing was sub-contracted to Russel Olson who hauled the asphalt from Winnemucca, Nevada in transports, unloaded the asphalt in a large storage tank near the project where it was retorted before it was spread. Rainy weather and numerous equipment breakdowns delayed the progress of oiling and increased the cost.

The bid prices on this contract were high, but the contractor paid high rental rates for several pieces of equipment and carried the crew on the payroll during the winter months when little work was accomplished. A fair profit was made but could have been doubled under more favorable weather conditions.

E. H. CLYMER,
Cost Analyst.

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SEP 21 1943
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-2

September 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FS-2(1), Rome Flight Strip ______, was made by a representative of this office on August 19, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

RECEIVED
SEP 17 1943
STATE HIGHWAY COMMISSION

Iro

Form B-1—326—4-42

FS-2

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1943

Section Rome Flight Strip

Kind of work Grad., Surf. & Oiling

Highway I. O. N.

Section prefix 23-1031

Contractor Clifford A. Dunn

Contract number 2603

Date of contract August 31, 1942

Date of completion June 15, 1943

Date work started November 27, 1942

Estimated date of completion June 24, 1943

Amount of contract $201,645.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $188,650.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $920., 4.6 %

Date project was completed June 24, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Pumping equipment for the well at Rome Flight Strip received on Wednesday.

Bill of lading for lighted wind cone and reflector received on August 24. The material was shipped from Denver on August 3.

Contractor completed the removal of equipment and cleaning up of site on August 23. Third Notification sent to headquarters.

RECEIVED
AUG 30 1943

NOTED
E. M

Signed John T. Burch

Address JordanValley, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.52	1.52		1.14	
Miles partially completed					
Miles completed	All	All		All	
Total estimated quantities	108,000.	49,300.		8000. Agg. 800. Oil	
Estimated quantities moved or placed to date	107,616.	49,252.		7780. Agg. 764. Oil	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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AUG 19 1943
FOR FILING

FS-2

August 17th, 1943

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Clifford A. Dunn on his contract for the Burns Flight Strip, Contract No. 2603, FS-2. The specified date of completion was June 19th, 1943; whereas, the actual date was June 24th, 1943.

The general contractor subcontracted the oiling in order to hasten the completion date, but cold and rainy weather held back the oiling for a few days. I feel that the project was oiled as soon as weather conditions were satisfactory and that had the oiling been done any earlier, an unsatisfactory job might have resulted.

I recommend that the extension be granted without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: E. G. Smith

FS-2

July 22, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to the purchase of well and pump from the contractor at Oregon FS-2, Rome.

Your letter of May 25, 1943, advised the contractor would sell the well and casing at this flight strip for $276.00. On June 7 we advised that the purchase of this well and also the one at Alkali Lake, FS-4, was approved and requested that you arrange with the contractor for their purchase.

On June 9 you submitted estimates of cost for several installations and suggested Alternate "B". This was taken up with our Regional Office, and they advise that "Alternate B" will be a satisfactory installation, but suggest the purchase of a hand pump handle for use in case of an emergency.

Will you therefore proceed with the purchase and installation of the pump as covered by Alternate "B" for the Rome Flight Strip, FS-2.

As you have advised that the contractor is negotiating with the Army for the purchase of his entire outfit at Alkali Lake, we would appreciate any information you have as to whether this well has actually been sold to the Army.

Very truly yours,

W. H. LYNCH
District Engineer

Original referred
to V. E. Smith to
prepare reply.

RECEIVED
JUL 2 [illegible]
FOR FILING

R - 2

July 1, 1943

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn, on contract No. 2603, covering work on the Rome Flight Strip Project on the I.O.N. Secondary Highway, in Malheur County. This payment, in the amount of $33,107.75, will be made on or after July 11, 1943. The retained percentage is $5,631.39.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EB

Noted - RS

FORM 2-135X 6M 4-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
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MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 23rd, 1943

FS-2

Mr. B. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Under separate cover I am sending plans of the Rome and Boardman flight strips, showing in detail the work contemplated in Mr. Baldock's letter of yesterday.

You will note that the estimate for the Rome Flight Strip has been based upon an extension of the present grade line, and no attempt has been made to comply with the regulations that the entire flight strip must be visible from any point ten feet above the surface. We feel this is impossible of attainment with the existing site and the amount of work done, and suggest that a control tower be erected to control the landings and take-offs when a sufficient number of planes are using the strip to make the rolling grade dangerous.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

HGS:AR

cc to - R H Baldock ✓

RECEIVED

June 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention Mr. L. J. Canfield

Dear Sir:

With reference to your letter of June 18 with regard to your letter of March 30, my reply of April 3 relating to revision of Oregon FS-2, Rome, and FS-3, Boardman, to Type 6R, and your present request for a revision to Type 9R, please be advised that these projects have now passed beyond the design stage in that they are paved. The increase in stability requisite for additional weight can only be economically secured by increasing the foundation thickness with relatively cheap materials. That stage is now past.

I am more and more convinced in my reading of the bearing power of soils of the relatively meager information that we have after our years of experience. It appears that this condition is largely due to the difficulty of simulating field conditions in the laboratory and points to the necessity for securing empirical data through the making of test runs of various wheel loads on varying thicknesses of foundations and pavements, correlating carefully such information to laboratory phenomena to the end that simple laboratory findings will be able to identify the varying soil characteristics so as to permit proper design. After years of experience we have gradually developed a technique with regard to 9000-pound wheel loads. The sudden injection of wheel loads of from 12,000 to 60,000 pounds finds us without precedent.

Since my communication of April 3, we have made determinations of the soil characteristics at both Rome and Boardman by the California bearing ratio test. The soil at Rome gave in no case a bearing ratio of less than 75. This checks our judgment of the bearing value of this soil, which is extremely high. It is, therefore, my opinion that no additional work is necessary on the Rome flight strip to carry the wheel load proposed.

With reference to the conditions at Boardman, we find extremely low bearing ratios when this soil is wet, ranging from about 1 to 10.

Assuming an average of 5, the thickness of pavement and foundations required for the 37,000-pound wheel load would be approximately 30 inches. We have at the present time 10 inches of gravel and 2 inches of asphaltic concrete. While all the literature seems to shy away from the subject, it would seem reasonable and logical that the same inches in thickness of pavement would distribute the load over a greater area than an equivalent inches of thickness of gravel or stone foundation. Reason and judgment dictate that conclusion. It is my opinion, based upon the tests of the Asphalt Institute, that a 5-inch asphaltic concrete pavement (which would mean the addition of 3 inches to the present construction) would afford all reasonable protection.

As you recall, the runway was lengthened 1000 feet and surfaced with gravel. Since the grade and cross section are now fixed, would suggest the same treatment here as on the runway proper. Examination of the conditions when this flight strip was built indicated that after the foundation became dry the bearing power materially increased and apparently it stood up under the roller as well as the Rome flight strip which is of unquestionable worth. Consequently, it is my opinion that if we could keep the Boardman subgrade dry, there is a decided probability that the present construction would stand up under the increased wheel load required for the R5 loading and I would suggest that, rather than go to the expense of placing the additional 3 inches of asphaltic concrete, we first make the shoulders impervious by an O-8 specification oiled top and sealing with emulsified asphalt and sand. This will give us an impervious surface, serve for a hard standing for the lighter planes, and should prevent the infiltration of water and keep the subsoil dry at all times. If the subsoil can be kept dry it is believed that the construction as now performed will serve satisfactorily for the heavier wheel loads. The estimate of cost for the placing of these impervious shoulders and the extension of the runway is given on a separate sheet.

Should failures start to develop in the present pavement, we can place our asphaltic concrete patching plants on the job even in the wintertime and repair the damage. I believe there is a possibility of saving a lot of money and if some failures do occur, we probably would not have to place more than 4 inches to correct the failures and to reinforce the top in the summer of 1944. You will note that I have recommended the oiling of the shoulders on either side for 75 feet.

Please advise your wishes in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:MI

65# per sq inch

FS-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 18, 1943

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 30, 1943, requesting estimates for revising Oregon FS-2, Rome, and FS-3, Boardman, to Type 6R. You kindly answered our request by letter of April 3.

It now appears that the Commanding General, Second Air Force, suggests that Oregon Projects FS-2, Rome, and FS-3, Boardman, be extended to Type 5R design which requires a gross load of 74,000# or wheel load of 37,000#, length 5,000 ft., corrected for altitude.

We would appreciate your review of the conditions at these two flight strips and advise us of what changes you would suggest to bring them to the loading capacity of the 5R design, also your estimate as to probable cost including the increased length, which would be 1000 ft. at each flight strip.

It is our understanding this is to be discussed with the Second Air Force in the near future and we would very much appreciate an early reply.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 19 1943
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-2 (1)

ROME FLIGHT STRIP PROJECT

IN MALHEUR COUNTY

Estimated Cost to Construct Project to Type 6-2 Standard

Salem, Oregon, April 3, 1943

All Required		Clearing and Grubbing		$ 9,360.00
500	cu. yds.	Structural Excavation, Unclassified	$2.00	1,000.00
170,000	cu. yds.	General Excavation, Unclassified	0.50	85,000.00
All Required		Finishing & Trimming Earthwork		3,125.00
2,250	lin. ft.	12-inch Concrete Pipe	2.50	5,625.00
40	lin. ft.	18-inch Concrete Pipe	3.50	140.00
69,600	cu. yds.	Pit-run Gravel in Subbase & Surfacing	0.95	66,120.00
20,500	cu. yds.	Screened Gravel in Base	1.50	30,750.00
2,600	M-gals.	Sprinkling	3.00	7,800.00
All Required		Preparation of Base		4,000.00
10,700	cu. yds.	Furn. & Placing Aggregates	3.50	37,450.00
690	tons	Furn. & Placing 150-200 Asphalt	38.00	26,220.00
340	tons	Furn. & Placing RC-3 Asphalt	38.50	13,090.00
1,350	rods	Woven Wire Stock Fence	2.25	3,037.50
2	only	Wind Cones	200.00	400.00
			Subtotal	$293,117.50
			10% Engr. & Cont.	29,382.50
			Total	$322,500.00

Present Contract - $201,645.00
Present Contract + 10% = $221,809.50
Increased Cost - $100,690.00

2" Bituminous Macadam
13" Gravel Base

- - - - -

This estimate subject to negotiation with contractor, with possibility of some reductions in prices by reason of increases in quantities.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-2 (1)

ROME FLIGHT STRIP PROJECT

IN MALHEUR COUNTY

Estimated Cost to Construct Project to Type 6-R Standard

Salem, Oregon, April 2, 1943

All Required		Clearing and Grubbing		$ 9,360.00
500	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,000.00
170,000	cu. yds.	General Excavation, Unclassified	0.50	85,000.00
All Required		Finishing & Trimming Earthwork		3,125.00
2,250	lin. ft.	12-inch Concrete Pipe	2.50	5,625.00
40	lin. ft.	18-inch Concrete Pipe	3.50	140.00
55,500	cu. yds.	Pit-run Gravel in Subbase & Surfacing	0.95	52,725.00
17,500	cu. yds.	Screened Gravel in Base	1.50	26,250.00
1,100	cu. yds.	Screened Gravel in Binder Course	1.50	1,650.00
2,600	M-gals.	Sprinkling	3.00	7,800.00
All Required		Preparation of Base		4,000.00
170	tons	Furn. & Placing RC-3 Asphalt in Binder Course	38.50	6,545.00
24,800	tons	Class "A" Asphaltic Concrete	6.80	168,640.00
16,500	tons	Class "B" Asphaltic Concrete	7.35	121,275.00
116	tons	Furn. & Placing Emuls. Asphalt in Seal Coat	38.00	4,408.00
520	tons	Furn. & Placing Aggregate in Seal Coat	5.00	2,600.00
1,350	rods	Woven Wire Stock Fence	2.25	3,037.50
2	only	Wind Cones	200.00	400.00
			Subtotal	$503,580.50
			10% Engr. & Cont.	50,319.50
			Total	$553,900.00

Present Contract - $201,645.00
Present Contract + 10% - $221,809.50
Increased Cost - $332,090.00

5" Asphaltic Concrete
10" Gravel Base

June 22,1943.

NOME FLIGHT STRIP EXTENSION (1000')

NOTE: Same type of construction as on existing project.

10" Base and Topping with 2" Bituminous Macadam Type B-1 Surfacing.

Item	Unit	Quantity	Allowance	Total	Price	Cost
Clearing & Grubbing	All					600
General Excavation, Unclass.	C.Y.	28,000	2,000	30,000	0.50	15,000
Finish & Trimming Earthwork	All					300
Pit Run Gravel in Base	C.Y.	4,480	520	5,000	0.95	4,750
1" - 0" Material	C.Y.	1,120	180	1,300	1.50	1,950
Sprinkling	M.Gal.	400	40	440	3.00	1,320
Preparation of Base	All					847
151-200 Asphalt	Ton	83	7	90	42.00	3,780
Emulsion	"	39	5	44	45.00	1,980
Aggregate	C.Y.	1,267	133	1,400	3.50	4,900
Relocated Fence	Rod	48	2	50	1.50	75
New Fence	"	121	12	133	3.00	399
Move Wind Cone	All					50
						$ 35,951
		Engineering & Cont.				3,549
						$ 39,500

C-30 WITH BINDER COURSE ON SHOULDERS 75' in WIDTH

Item	Unit	Quantity	Allowance	Total	Price	Cost
Sprinkling	M-Gal.	25	5	30	3.00	90
1" - 0" Material in Shldrs.	C.Yd.	10,000	1,000	11,000	1.50	16,500
Aggregate	C.Y.	2,250	250	2,500	3.50	8,750
½" - 0" Binder	" "	1,050	150	1,200	3.00	3,600
Emulsion	Ton	217	23	240	45.00	10,800
151-200 Emulsion	"	183	17	200	42.00	8,400
						$ 48,140
		Engineering & Cont.				4,860
				Total		$ 53,000
				TOTAL		$ 9[illegible],500

EMR/E

BOARDMAN FLIGHT STRIP EXTENSION (1000')

NOTE: Same Type of Construction as on Existing Project.

10" Base and Topping with 2" Asphaltic Concrete Surfacing

Item	Unit	Quantity	Allowance	Total	Price	Cost
General Excavation	Cu.Yd.	1,300	200	1,500	.90	$ 1,350
1"-0" Material Shoulder & Base	" "	810	90	900	2.00	1,800
Pit Run Gravel in Base	" "	670	60	730	1.40	1,022
½" - 0" Material in Binder	" "	120	12	132	3.00	396
Preparation of Base	All					700
Emulsion	Ton	34	3	37	40.00	1,370
Class "B" Asphalt	Ton	1,875	175	2,050	10.00	20,500
Aggregate in Seal Coat	C.Y.	50	2	52	5.00	260
Fence	Rod	12	2	14	3.00	42
Relocating Fence	"	48	2	50	1.50	75
Sprinkling	M-Gal.	500	50	550	3.00	1,650
						$ 29,165
Engineering & Cont.						2,835
					Total	$ 32,000

G-30 WITH BINDER COURSE ON SHOULDERS 75' in WIDTH

Item	Unit	Quantity	Allowance	Total	Price	Cost
½" - 0" Material in Binder	C.Y.	840	60	900	3.00	2,700
Aggregate G-30	" "	1,800	200	2,000	5.00	10,000
Emulsion	Ton	139	11	150	40.00	6,000
200-300 Asphalt in G-30	"	147	13	160	40.00	6,400
						$ 25,100
Engineering & Cont.						2,900
					Total	$ 28,000

TOTAL $ 60,000

EMB/H

SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1220

SYMBOLS
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PRJ31 95/90 GOVT NL=PORTLAND ORG 9

1943 APR 10 AM 8 11

R H BALDOCK=STATE HIGHWAY ENGINEER

FS-2

REFERENCE PREVIOUS CORRESPONDENCE AND CONVERSATIONS CONCERNING CHANGING ROOM FS-2 AND BOARDMAN FS-3 TO TYPE 6R. YOU ARE INSTRUCTED TO PROCEED WITH CONSTRUCTION ON BASIS APPROVED PLANS. IN SO PRECEEDING CARE SHOULD BE TAKEN TO AVOID, IF POSSIBLE, DOING ANY WORK THAT WILL BE LOST IF CHANGE IS MADE TOTYPE 6R. AUTHORIZATION TO TYPE 6R CANNOT BE GIVEN UNTIL FUNDS ARE DEFINITELY MADE AVAILABLE. YOU SHOULD UNDERSTAND THAT NONE OF THE ABOVE SUGGESTIONS ARE TO INTERFERE WITH CONTRACTORS PROSECUTION OF THE WORK NOR AS BASIS FOR ANY CLAIM BY HIM=

LYNCH.

FS-2 FS-3 6R 6R 6R.

BQJ31

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

F-2

April 3, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With reference to your communication of March 30, requesting estimates for revising Oregon Flight Strips FS-2, Rome, and FS-3, Boardman, to Type 6R, quoting from the standard:

> "A Type 6R Flight Strip shall be for use by airplanes of the B-29 class, or heavier. The paved section shall be 150' in width by 6000' in length, corrected for altitude, and designed for a gross load of 120,000 pounds."

The design specification for other dimensions reads as follows:

> "The paved runway shall be constructed upon an area of land which shall be preferably 1000' in width and in no instance less than 8000' in length. On either end of the pavement, an area 1000' in length shall be cleared, graded and stabilized to the width of the runway and shoulders. This stabilization shall be of sufficient strength to support the airplane on an occasional over-run. Under extreme weather conditions it is anticipated that slight rutting of the surface may occur, but under no conditions shall the depth of those ruts immobilize the airplane."

I have made a careful examination of the proposed soil classification for airfield projects which you attached, which studies are based upon the work of the California Highway Department and their investigation of the bearing power of soils and surfacing expressed in what is known as the California bearing ratio. I have likewise read the article by T. A. Middlebrooks, Chief of Soil Mechanics Unit, Office of Chief of Engineers, Washington, D. C., in the March issue of Roads and Streets and the article on test runways prepared under the direction of the Corps of Engineers using the California bearing ratio record in the March 25th issue of Engineering News-Record.

An analysis of these publications indicates to me the following conclusions:

1. I agree with Mr. Middlebrooks that in the long run all designs of flexible-type pavements must be based on empirical tests, although I am thoroughly in accord with him that empirical results must be correlated to truly scientific investigations in order to properly interpret the empirical data.

2. I cannot agree that the thickness of the material used in the base and the pavement is the only criterion. It seems to me that the class of base and the type of pavement must receive more consideration. It appears fundamental that the objective of building either pavements for motor vehicles or runways for airplanes is to so transfer the load that the weight on the underlying soil will not be in excess of its bearing power under adverse conditions. Mr. Goldbeck emphasizes the necessity for considering the relation between maximum unit pressure and allowable unit pressure, and stresses the fact that the maximum unit pressure on the subgrade caused by the wheel load should not exceed the value obtained in the load-indentation tests. He calls attention to the fact that there is considerable variation in the unit pressures of various areas on the same field and, in fact, he divides the maximum unit pressure by a constant varying between 1 and 3 and recommends a factor of 2 for general practice. In other words, if the soil will stand a maximum unit pressure of 40 pounds to the square inch, he would use not more than 20 p.s.i. In view of the fact that in many cases soils under extremely adverse conditions, when they are supersaturated with water, will not stand more than 10 pounds, this method gives thicknesses of base under 60,000-pound wheel loads approximating 30 inches.

3. It would seem to me that it is necessary to get an extremely hard crust on the top to serve not only as a wearing surface but also to transmit the load satisfactorily to the gravel subbase. Based on highway experience, wheel loads of 60,000 pounds will require a cement concrete pavement ranging from 8 to 12 inches in thickness. This fact is further borne out by the extrapolated curves developed by the Army Engineers which indicate that the best gravel base will still require a top of at least 6 inches of pavement in order to properly distribute the load within the bearing capacity of the gravel. It would appear from a study of these curves that when designing a flexible pavement, the asphaltic concrete can safely be reduced to 2 or 3 inches in thickness only when an appreciable quantity of heavy key stone macadam foundation is built on top of a thick gravel base. This is fundamental and the ignoring of this principle may be responsible for many failures in airport design. It is certain that Oregon's experience in highways early indicated the need for a 5" A. C. pavement on a stable base. The thin 2" and 3" pavements were not, in general, satisfactory.

Taking up each flight strip in order, we will first discuss the one located at Rome. The soil analysis at Rome indicates that it is an A-3, which, of course, covers a wide range. However, the conditions at Rome are probably as nearly ideal as you will find them. It is a desert country with low rainfall and the subsoil through this section is remarkably good. Highway US 95 south of Scotts Butte has 4 inches of the same type of gravel covered by about an inch wearing course of oil surface treatment which has stood up remarkably well under rather heavy truck traffic. The foundation material which has been placed on this runway is a sharp angular desert gravel which looks and keys similarly to crushed stone. The fines in the material have no plasticity index and the liquid limit varies from 23 to 25. The colloids average about 2%. These tests were made on the materials passing 10 mesh. While a selected pit was used, the material under the runway is approximately the same type. The base is very well compacted and shows practically no indentation under the heavy 20,000-pound wheel loads. The specifications call for 10 inches of this material covered by 2 inches of penetration macadam.

We have no tests of the bearing ratio in accordance with the California method. From an examination of the material and a study of the California method, it would probably fall in the range between 30 and 50, indicating a pavement of a total thickness between 8 and 12 inches. For the sake of safety we recommend that the total thickness be made 15 inches by increasing the gravel foundation from 10 to 13 inches, using the specified wearing surface. The condition should be carefully examined this summer and, if necessary, a 3" wearing course of asphaltic concrete can be placed under separate contract this fall or next year.

With respect to the proposed airport at Boardman, as you will recall, you were advised in writing that the foundations for this proposed flight strip were poor. It is located in a scab-rock section with sand overlying the scab rock. The surface of the underlying rock is very irregular and serves to collect moisture in potholes which may result in freezing and heaving. Supersaturation of this material forms a quicksand. It would have been much better to have located this airport farther to the east where foundations of rather coarse sand are prevalent. Contrary to the experience at Rome, the evidence when the work first started on the runway indicated foundation weakness. The rock, which is a scoriaceous basalt, was removed by heavy scarifiers and, by scarifying below grade, the water pockets were drained off and the foundations are now fairly stable. A study of the charts indicates that, for the sake of safety, a bearing ratio of from 10 to 15 may be assumed, requiring a foundation thickness of about 21 inches. An increase in the thickness of the gravel base from 10 to 16 inches is recommended, followed by the construction of a 5" asphaltic concrete pavement. The foundation material is a coarse river gravel which does not develop as good a bearing power as the angular material at Rome. Referring to the extrapolated chart, 6 to 7 inches of hard, stable pavement is required over such types of foundation in order to distribute the load. Tests made by the Asphalt Institute indicate that a 5" asphaltic concrete pavement will reduce the load from 75 pounds per square inch on the top of the pavement to about 30 pounds per square inch on the top of the gravel base.

The covering of the shoulders with a light layer of gravel at both Rome and Boardman is recommended to alleviate the dust nuisance. Strong winds blow quite frequently at both places which raise a cloud of dust from the shoulders.

Estimates of the cost for this change in specifications on both flight strips are hereto attached. You will note that the estimate sent you for the Bowman change has been increased due to the addition of 6 inches of base gravel, which addition was made on the basis of further field study in the interim.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HY
Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-3 (1)

S. E. BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

Estimated Cost to Construct Project to Type 6-2 Standard

Salem, Oregon, April 3, 1943

All Required		Clearing and Grubbing		$ 6,768.00
78,500	cu. yds.	General Excavation, Unclassified	$0.90	70,650.00
All Required		Finishing & Trimming Earthwork		14,350.00
700	lin. ft.	12-inch Concrete Pipe	2.00	1,400.00
40	lin. ft.	18-inch Concrete Pipe	5.00	200.00
135,500	cu. yds.	Pit-run Gravel in Subbase	1.40	189,700.00
26,000	cu. yds.	1" - 0" Gravel in Base & Shoulders	2.00	52,000.00
800	cu. yds.	¾" - 0" Gravel in Binder Course	3.00	2,400.00
2,700	M-gals.	Sprinkling	3.00	8,100.00
All Specified		Preparation of Base		3,690.00
132	tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	4,620.00
19,200	tons	Class "A" Asphaltic Concrete	6.15	118,080.00
12,800	tons	Class "B" Asphaltic Concrete	6.15	78,720.00
90	tons	Furn. & Placing Emuls. Asphalt in Seal Coat	35.00	3,150.00
400	tons	Furn. & Placing Aggregate in Seal Coat	5.00	2,000.00
1,150	rods	Woven Wire Stock Fence	5.00	5,750.00
1	only	Wood Gates in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00
2,300	cu. yds.	Backfill in Blind Stone Drain	1.40	3,220.00
		Subtotal		$565,033.00
		10% Engr. & Cont.		56,467.00
		Total........		$621,500.00

Present Contract $275,885.00
Present Contract + 10% = $303,473.50
Increased Cost $318,026.00

5" Asphaltic Concrete
16" Gravel Base

- - - - -

This estimate is subject to further negotiation with contractor, with possibility of further reduction in prices by reason of increases in quantities.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-2 (1)

ROME FLIGHT STRIP PROJECT

IN MALHEUR COUNTY

Estimated Cost to Construct Project to Type 6-2 Standard

Salem, Oregon, April 3, 1943

All Required		Clearing and Grubbing		$ 9,360.00
500	cu. yds.	Structural Excavation, Unclassified	$2.00	1,000.00
170,000	cu. yds.	General Excavation, Unclassified	0.50	85,000.00
All Required		Finishing & Trimming Earthwork		3,125.00
2,250	lin. ft.	12-inch Concrete Pipe	2.50	5,625.00
40	lin. ft.	18-inch Concrete Pipe	3.50	140.00
69,600	cu. yds.	Pit-run Gravel in Subbase & Surfacing	0.95	66,120.00
20,500	cu. yds.	Screened Gravel in Base	1.50	30,750.00
2,600	M-gals.	Sprinkling	3.00	7,800.00
All Required		Preparation of Base		4,000.00
10,700	cu. yds.	Furn. & Placing Aggregates	3.50	37,450.00
690	tons	Furn. & Placing 151-200 Asphalt	38.00	26,220.00
340	tons	Furn. & Placing RC-3 Asphalt	38.50	13,090.00
1,350	rods	Woven Wire Stock Fence	2.25	3,037.50
2	only	Wind Cones	200.00	400.00
			Subtotal	$293,117.50
			10% Engr. & Cont.	29,382.50
			Total	$322,500.00

Present Contract - $201,645.00
Present Contract + 10% = $221,809.50
Increased Cost - $100,690.00

2" Bituminous Macadam
13" Gravel Base

- - - - -

This estimate subject to negotiation with contractor, with possibility of some reductions in prices by reason of increases in quantities.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our wire of this date requesting estimates for revising Oregon Flight Strips FS-2, Rome, and FS-3, Boardman, to Type 6R, it is requested that the following standards govern:

> "A Type 6R Flight Strip shall be for use by airplanes of the B-29 class, or heavier. The paved section shall be 150' in width by 6000' in length, corrected for altitude, and designed for a gross load of 120,000 pounds."

The design specification for other dimensions reads as follows:

> "The paved runway shall be constructed upon an area of land which shall be preferably 1000' in width and in no instance less than 8000' in length. On either end of the pavement, an area 1000' in length shall be cleared, graded and stabilized to the width of the runway and shoulders. This stabilization shall be of sufficient strength to support the airplane on an occasional over-run. Under extreme weather conditions it is anticipated that slight rutting of the surface may occur, but under no conditions shall the depth of these ruts immobilize the airplane."

Other design requirements are to be in line with the restricted memorandum dated July, 1942, except that the 40 to 1 glide planes in end approach zones are to take off at the ends of the Flight Strip area instead of at the ends of the runway extensions. For your further information in this connection we are enclosing four prints of Figures 3 and 3A which are proposed for inclusion in a revision of the Flight Strip Manual now being prepared.

We are enclosing four copies of "Proposed Soil Classification for Airfield Projects" by A. Casagrande, with charts attached. We do not, of course, completely subscribe to the statements made in the enclosures, but we do feel that the information contained therein may be of value in determining depth of subbase and base material on these flight strips.

It is desired to emphasize the necessity for very prompt action in this connection. We have not yet been authorized to proceed with the construction of these flight strips on the basis of Type 6R standards. We are very anxious, however, to get the office estimates in for transmission to Washington. There the matter will be discussed with the Air Force and a decision reached as to the advisability of going to the Type 6R standard. As the grading is approximately 80% complete at Rome and 75% at Boardman, any change in either flight strip should, of course, be made as soon as possible. It is also desired that the field work incidental to the preparation of the estimate for the extension based on actual surveys and the preparation of the estimate itself proceed with all possible speed. This is desired for two reasons: (1) A decision may not be reached concerning the advisability of making the change until the revised plans have been studied in Washington; and (2) we desire the estimate based upon actual measurements in the field either to support the earlier field estimate or to be used as a basis for revision thereof.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

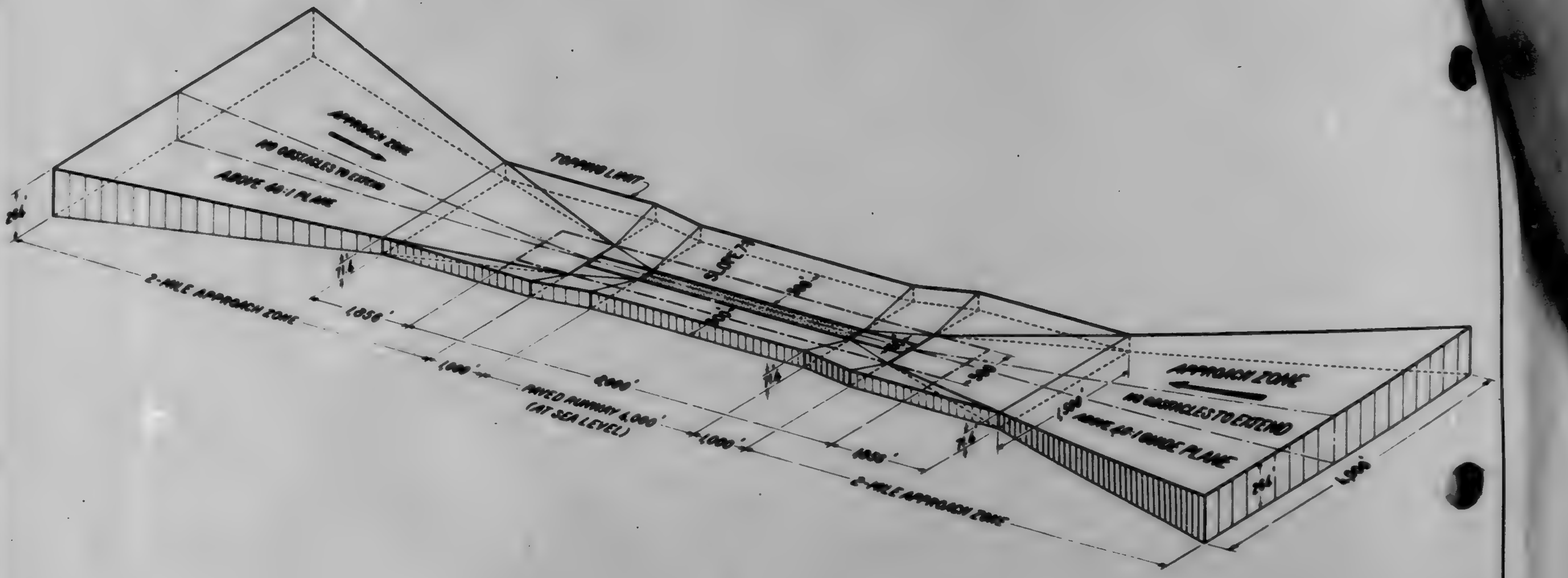
RECEIVED
MAR 31 1943
OREGON
STATE HIGHWAY COMMISSION

DESIGN VALUE

for

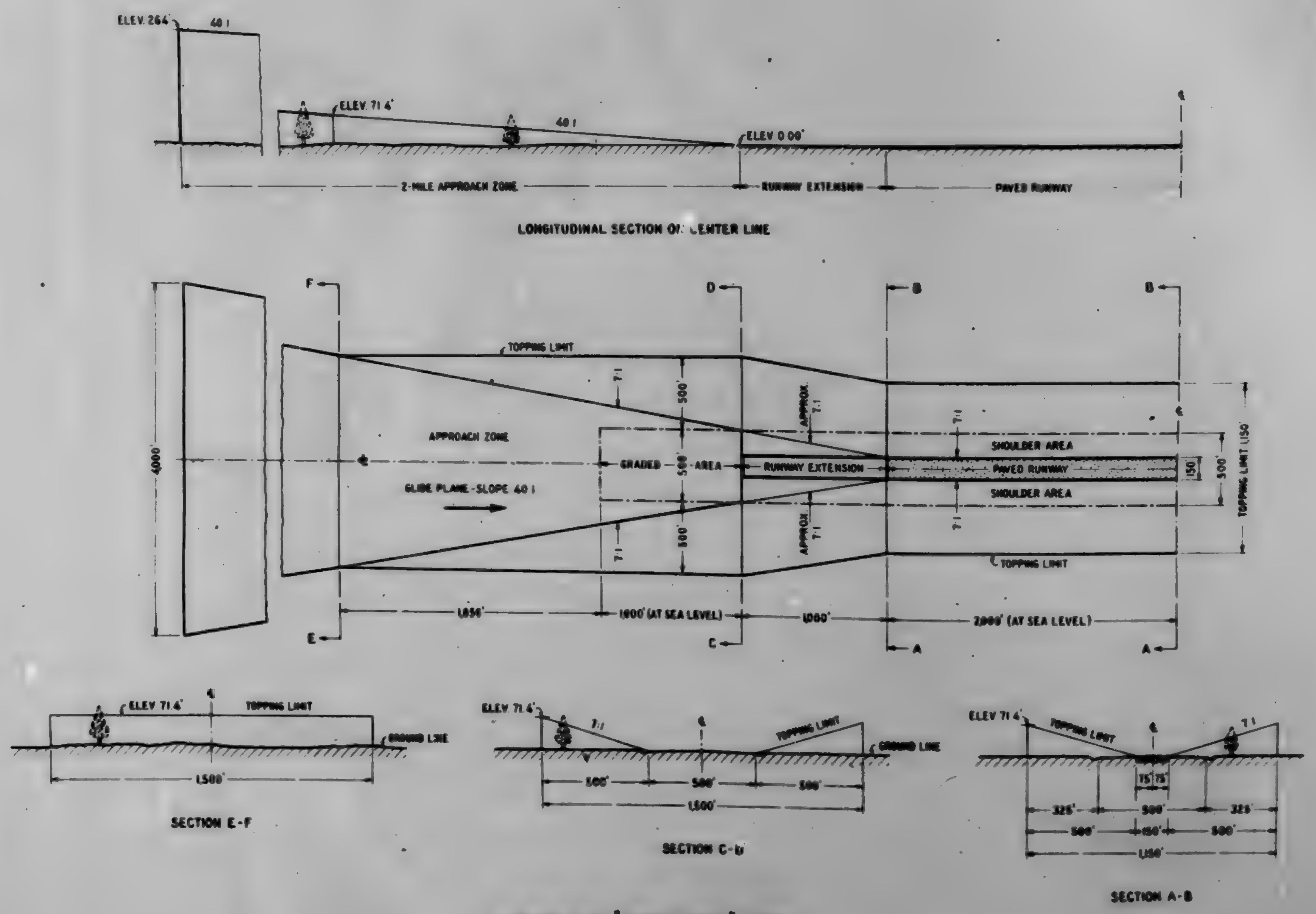
RUNWAYS, TAXIWAYS, HARDSTANDINGS AND APRONS

Type of Field	Wheel Load (pounds)	Contact Pressure (pounds per sq.in.)	Contact Area (Sq.In.)
Single Engine Schools	15,000	55	275
Multi-engine Schools Tactical Stations other than Bomber, Technical Schools, etc.	37,000	65	570
Bomber and Air Depot Fields	60,000	75	800



APPROACH ZONE
NO OBSTACLES TO EXTEND
ABOVE 40:1 PLANE
TOPPING LIMIT
SLOPE 7:1
264'
2-MILE APPROACH ZONE
1856'
1000'
2000'
PAVED RUNWAY 4,000'
(AT SEA LEVEL)
1000'
1856'
2-MILE APPROACH ZONE
APPROACH ZONE
NO OBSTACLES TO EXTEND
ABOVE 40:1 GLIDE PLANE
264'
1,000'

"FLIGHT STRIP" LAYOUT
FOR
40:1 GLIDE ANGLE
NOT TO SCALE
FIGURE 3


ELEV. 264'
40:1
ELEV. 71.4'
40:1
ELEV. 0.00'
℄
2-MILE APPROACH ZONE
RUNWAY EXTENSION
PAVED RUNWAY
LONGITUDINAL SECTION ON CENTER LINE
F
D
B
B
TOPPING LIMIT
7:1
500'
APPROX. 7:1
7:1
SHOULDER AREA
APPROACH ZONE
4000'
GRADED
500'
AREA
RUNWAY EXTENSION
PAVED RUNWAY
150
500'
TOPPING LIMIT 1,150'
GLIDE PLANE - SLOPE 40:1
SHOULDER AREA
7:1
500'
APPROX. 7:1
7:1
TOPPING LIMIT
1,850'
1000' (AT SEA LEVEL)
1000'
2,000' (AT SEA LEVEL)
E
C
A
A
ELEV. 71.4'
℄
TOPPING LIMIT
GROUND LINE
1,500'
SECTION E-F
ELEV. 71.4'
7:1
℄
TOPPING LIMIT
GROUND LINE
500'
500'
500'
1,500'
SECTION C-D
ELEV. 71.4'
TOPPING LIMIT
℄
7:1
75
75
325'
300'
325'
500'
150'
500'
1,150'
SECTION A-B

DETAILS OF "FLIGHT STRIP" LAYOUT.
PLAN-PROFILE AND SECTIONS
NOT TO SCALE
FIGURE 3A

109 B

General File ✓

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-2

RECEIVED
APR 17 1943
OFFICE OF
[illegible] ENGINEER

April 15, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to our letter of April 10 relative to lighting installations on the following flight strips: FS-2, Rome; FS-3, Boardman; FS-4, Alkali Lake.

We are now advised that:

> "A duct of a minimum diameter of 3" to be placed at the midway point for future use if additional facilities such as night lighting and telephone connections are installed. This will eliminate excavating a trench across the runway at a future date and creating a "low" or "high" point on the runway which is usually the result of such operations. In order to eliminate the use of critical materials for this installation it is believed that a six-inch concrete pipe (smallest diameter available) will serve the purpose and may be purchased locally at a minimum cost. It is requested that these ducts be installed on all flight strips under your supervision where the asphalt wearing course has not yet been placed at an elevation above the flow line of the side ditches."

Why not use 4"

Will you, therefore, please contact the contractors on these three projects and arrange for the installation of the ducts.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
APR 16 1943
Oregon
STATE HIGHWAY COMMISSION

Const
Fed aid
Flight Strips

April 10, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that it is understood that the Army will furnish the following lighting equipment for the flight strips indicated:

Rome, Oregon FS-2:
Three (3) each semi-portable field lighting sets AN-S-2 Modified, and one (1) each lighted wind cone, Item 161, Stock Number 7700-215150. Equipment should be received on or about May 26, 1943. Consign to Resident Engineer, Oregon State Highway Commission, for Rome, Oregon Flight Strip. Railhead: Winnemucca, Nevada. Carrier: Southern Pacific or Western Pacific. Flight strip is located approximately 117 miles by highway north of Winnemucca, Nevada.

Boardman, Oregon FS-3:
Two (2) each semi-portable field lighting sets, AN-S-2 Modified, and one (1) each lighted wind cone, Item 161, Stock Number 7700-215150. Equipment should be received on or about June 10, 1943. Consign to Resident Engineer, Oregon State Highway Commission for Boardman, Oregon Flight Strip. Railhead: Boardman, Oregon. Carrier: Oregon Short Line.

Alkali Lake, Oregon FS-4:
Three (3) semi-portable field lighting sets, AN-S-2 Modified, and one (1) each lighted wind cone, Item 161, Stock Number 7700-215150. Equipment should be received on or about May 26, 1943. Consign to Resident Engineer, Oregon State Highway Commission for Alkali Lake, Oregon Flight Strip. Railhead: Lakeview, Oregon. Carrier: Oregon, California and Eastern. This carrier connects with the Southern Pacific and Great Northern at Klamath Falls, Oregon. The flight strip is located approximately 78 miles by highway from Bly, Oregon.

As Mr. Caufield discussed this morning with Mr. Probert, the railheads mentioned are satisfactory except for Bly. We have wired that

[illegible]

the shipment for Alkali Lake should be made to Lakeview. In that wire we also inquired as to the nature of installation necessary, our thought being that if any conduit is required, it should be placed at the earliest possible date, and certainly before any pavement is placed. You will be further advised concerning this as soon as possible.

Very truly yours,

V. H. LYNCH
District Engineer

FS-2

File

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
APRIL 9TH, 1943

C. A. BUSH
KLAMATH FALLS, OREGON

HAVE INSTRUCTED DIVISION ENGINEER TO PROCEED WITH ROME FLIGHT STRIP ACCORDING TO EXISTING PLANS. REQUEST, HOWEVER, THAT PLANT BE NOT DISMANTLED FOR TEN DAYS TO GIVE AMPLE TIME FOR RECONSIDERATION.

R. H. BALDOCK

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

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APR 5 1943
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File

COPY OF WESTERN UNION TELEGRAM

SALEM ORG APR 5 1943

W H LYNCH

PUBLIC ROADS ADMINISTRATION POST OFFICE BLDG PORTLAND ORG

RE ROME FLIGHT STRIP CONTRACTOR HAS COMPLETED HIS CRUSHING AND IS READY TO DISMANTLE HIS PLANT FOR OTHER WORK. IF EXTENSION TO RUNWAY IS DECIDED UPON MORE CRUSHED MATERIAL WILL BE NECESSARY THEREFORE I URGE DECISION BE MADE ON THIS FLIGHT STRIP IMMEDIATELY IN ORDER TO AVOID CLAIM FROM CONTRACTOR FOR HOLDING CRUSHING PLANT IDLE

R H BALDOCK

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	■	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

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APR 9 1943
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File

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
APRIL 9TH, 1943

[illegible] LYNCH
PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

FIELD STUDIES INDICATE IT IMPRACTICAL TO EXTEND THE ROME FLIGHT STRIP AND RETAIN THE PROVISION FOR AN UNOBSTRUCTED VIEW OF THE ENTIRE RUNWAY. GRADE FROM STATION SIXTY TO EIGHTY WOULD NEED TO BE RAISED, REQUIRING 900,000 CUBIC YARDS, OR THE SECTION FROM STATION THIRTY-FIVE TO EIGHTY REGRADED, WHICH WOULD REQUIRE 150,000 CUBIC YARDS. RECOMMEND THAT REGULATIONS BE MODIFIED TO PERMIT NATURAL EXTENSION WITHOUT EXCESSIVE GRADING.

R. H. BALDOCK

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS 2

February 15, 1943

FS-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Probert's letter of Feb. 10th requesting approval of the substitution of 14-gauge barbed wire for the 12-1/2-gauge as specified for fence construction in the contracts for Oregon FS-2 and FS-4, Rome and Alkali Lake Flight Strip Projects.

As this substitution is necessary due to Federal regulations prohibiting the manufacture of the 12-1/2-gauge barbed wire, we will recommend for approval the substitution requested.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 16 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1943
FOR FILING

FS-2

Salem, Oregon
February 15, 1943

Mr. Paul Van Scoy
Division Highway Engineer
La Grande, Oregon

Dear Sir:

Substitution of 14 gauge barbed wire for the 12½ gauge barbed wire called for by the specifications will be permitted in connection with the Rome and Alkali Lake Flight Strip Projects. Please notify the contractor accordingly.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. H. G. Smith

Salem, Oregon
February 15, 1943

Mr. W. E. Chandler
Division Highway Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

Substitution of 14 gauge barbed wire for the 12½ gauge barbed wire called for by the specifications will be permitted in connection with the Rome and Alkali Lake Flight Strip Projects. Please notify the contractor accordingly.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. H. G. Smith

February 10, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

As federal regulations now prohibit the manufacture of 12½-gauge barbed wire, we propose to permit the substitution of 14-gauge barbed wire in the fence construction required on the Rome and Alkali Lake Flight Strip Projects.

May we have your approval of this substitution?

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

FORM E-90 20M 7-42

FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 8, 1943

SUBJECT: Rome Flight Strip

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

I enclose a copy of a letter from Mr. Clifford A. Dunn in regard to barbed wire for use on the Rome Flight Strip.

Please advise us if 14 gauge wire can be used instead of the specified 12½ gauge by deducting the difference in cost.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS:lz
cc
Encls.

cc to E. G. Bickmore

February 6, 1943

Mr. Wm. E. Chandler,
Division Engineer,
Oregon State Highway Department,
Bend, Oregon

Dear Sir:

In connection with the Rome Flight Strip and the Alkali Lake Flight Strip, we have ordered fencing to conform with the Oregon State Highway specifications, but we have been unable to obtain barbed wire of the exact specifications of the Department. The wire furnished, we find, is in accordance with the W.P.B. standards and our supplier informs us that the manufacturer cannot furnish in any other manner without special permission.

The wire we have on hand is 14 gauge instead of 12½ gauge and otherwise meets with specifications. The difference in price to us is $1.23 per 80 rod roll of wire. The 14 gauge costs $3.22 and the 12½ gauge $4.45 per roll.

It seems that it will be difficult to supply the 12½ gauge and the only way in which it could be supplied is to find someone who has some old stock on hand.

We would prefer to make an adjustment in price conformed to the difference in cost, if possible.

Will you kindly submit this to the Salem office for approval? Thanking you, I beg to remain

Very truly yours,

Clifford A. Dunn

By C. A. DUNN (Sgd.)

CAD:kb
cc. Mr. Paul Van Scoy, La Grande
Mr. John T. Burch, Lakeview
Mr. E. G. Bickmore, Jordan Valley

Copy

/

RECEIVED
FEB 3 1943
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-2 (1)

January 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-2 (1)
Rome Flight Strip

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 28 1943
OREGON
STATE HIGHWAY COMMISSION

Mon

WA ½px 16160

Form P. R. 2

State Oregon

Flight Strip Project No. FS 2(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of November, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose thereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Sec. 9 of the Act approved Nov. 19, 1941 (Public No. 295 - 77th Cong.)

Whereas the Highway Department of said State ~~submitted on the ______ day of ______, 19___, a project statement, which was approved on the~~ ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

STRICKEN OUT

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section ______ of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of August 1942; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-three thousand, three hundred nine and 50/100 dollars ($223,309.50) as the share of the United States payable under said act on account of ~~Section ______~~ of said project, which ~~does not exceed the authorized Federal pro rata share of the approved~~ is the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ______________________________
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources **By the Federal Government, pursuant to Section 8 of the Act approved Nov. 19, 1941 (Public No. 295 - 77th Congress)**
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~[illegible]~~ **flight strip;**

~~[illegible]~~ **Rome Flight Strip in T. 34 S., R. 39 E., W.M.**

______________________________, ~~[illegible]~~ in **Malheur** County,

being ~~[illegible]~~ **Oregon Flight Strip** project. No. **FS 2(1)** , ~~[illegible]~~

~~[illegible]~~

RECEIVED JAN 11 1943

RECEIVED 1942 FLIGHT STRIPS

RECEIVED NOV 14 1942 DISTRICT 1

RECEIVED OCT 15 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) This agreement is entered into in accordance with the provisions of Section 8 of the Defense Highway Act of 1941, approved November 19, 1941 (Public No. 295 - 77th Congress)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section ____ o~~f said project shall not in any event exceed the sum of two hundred twenty-three thousand, three hundred nine and 50/100 dollars ($223,309.50), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ is ~~dollars ($______)~~ the approved total estimated cost ~~of Section ____~~ of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ______ (Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED
NOV 14 1942
DISTRICT 1

RECEIVED
OCT 15 1942
DISTRICT

RECEIVED
NOV 21 1942
FLIGHT STRIPS

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of DEC 29 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~highway~~ flight strip designated in the records of this Agency as Flight Strip Project No. FS 2(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 223,309.50 as the total estimated cost of said project, and the sum of $ 223,309.50 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~[illegible] said~~ total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and DEC 29 1942

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
DEC 30 1942
FOR FILING

FS-2

December 29, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 28, 1942, we are enclosing herewith one blueprint copy of the plan title sheet for the Rome Flight Strip, Project No. FS 2 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Attention: Mr. Probert

Will you please send us an additional copy of the Title Sheet for Oregon Flight Strip FS-2 near Rome. This is desired by our Washington office.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 29 1942
STATE HIGHWAY COMMISSION

RECEIVED
DEC 30 1942
FOR FILING

FS - 2

Dec. 14, 1942.

Construction Branch,
War Production Board,
Washington, D. C.

Gentlemen:

Please consider this as our request for an extension of time on Limited Preference Rating Order No. P-19-E, Serial No. 30992, which expires Dec. 31, 1942.

Information supporting this request is as follows

1 - The original order was issued to cover the construction of the Rome Flight Strip near Rome, Malheur County, Oregon. This is a project to grade and surface an emergency landing field for Army planes known as Federal Aid Project No. Oregon Flight Strip project No. FS-2.

2 - Construction started - Nov. 27, 1942.

3 - Construction is 5% complete at the present time.

4 - All work on this project should be completed on or before June 15th, 1943. Due to late date of the award the contractor found it would be impossible to complete the project during 1942 as it would be impossible to oil. The contractor will have all grading completed and will oil as soon as weather permits in the spring of 1943. The completion date of this project is June 15, 1943.

5 - The existing order has been extended to the purchase of the following items:

Woven Wire Fence	1080	Rods	$436.00
Barbed Wire	2160	"	69.12
Standard Wire Gate	1	Each	12.00
Wire, Staples & Spikes	500	lbs.	30.00
Repair Parts		Lot	13.50

6 - An amended order will be required to aid in the purchase of equipment repair parts and critical materials that can no longer be obtained under an A-10 rating made available by Preference Rating Order No. P-100. The dollar value of these items is estimated at $3150.00. The amount expended for repair parts will be governed by Limitation Order L-192.

It is requested that this extension be granted on or before Jan. 1st, 1943 as the contractor will be unable to secure repair parts or critical materials after Dec. 31, 1942.

Very truly yours,

C. B. McCULLOUGH,
Asst. Chief Engineer.

CC to
Public Roads Administration

H

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DEC 2 1942
FOR FILING

FS-2

December 1, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter received from Clifford A. Dunn, relative to the progress of the work on the Rome Flight Strip. It supplements my telegram of November 27 in this regard.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI

elephone 5617

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

Nov. 27, 1942

Mr. R. H. Baldock,
Oregon State Highway Department,
Salem, Oregon

Dear Sir:

Replying to your inquiry in regard to progress on the Rome Flight Strip, I wish to state that our camp is now completed and we have one Cat working on clearing. We are also laying culverts and we expect to have five Cats on grading within the next 10 days.

We have been delayed somewhat in starting the work, due to bad weather conditions at Alkali Lake which made it impossible for us to release the grading equipment, however, we thought it advisable to concentrate all the equipment on one job at a time as it is evident that the grading can be completed well in advance of any possibility of oiling the runways. It is apparent that if all the grading were completed at this time, it would not necessarily bring the final completion date any nearer, as surfacing operations must wait for spring weather. As you know, these jobs are located in an altitude of approximately 5,000 feet and no oiling or paving operations could be prosecuted during the winter months.

We encountered some delay on the Rome Job due to priorities on lumber for camp and the drilling of a well, which was also held up by priorities. I might say, for your information, however, that we have obtained water in the desert where the Flight Strip is located, at a depth of approximately 250 ft, and this may prove of considerable value in the operation of the Flight Strip, as no other water is available within several miles.

Our latest report from the job was Saturday, November 21st, and at that time we had 16 men employed on the job and we expect to increase this to between 30 and 40 men within the next two weeks.

Respectfully yours,

Clifford A. Dunn,

By,

CAD:kb

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FOR FILING

FS-2

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

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NOV 28 1942
FOR FILING

SALEM ORE NOV 27 1942

File

R H LYNCH
PUBLIC ROADS ADMINISTRATION POST OFFICE BLDG PORTLAND ORE

DISCUSSED ROME FLIGHT STRIP ON PHONE WITH CLIFFORD DUNN CONTRACTOR THIS MORNING. AT PRESENT TIME THERE IS ONE CAT AND 16 MEN WORKING CLEARING. ADDITIONAL CAT AND FOUR-WHEEL SCRAPER BEING TRANSFERRED THERE TODAY. WITHIN TEN DAYS FOUR MORE CATS AND SCRAPERS AND THIRTY TO FORTY MEN WILL BE ADDED TO JOB. EXPECT GRADING AND SURFACING WILL BE COMPLETED WELL BEFORE OILING SEASON AND ENTIRE CONTRACT WITHIN TIME LIMIT. OBVIOUS THAT IT IS IMPOSSIBLE TO PERFORM OILING WORK BEFORE DATE SPECIFIED. FUTURE DELAYS CAN BE AVOIDED BY SECURING AA-2 PRIORITY FOR OBTAINING EQUIPMENT PARTS AND MATERIALS IN LIEU OF PRESENT A-1-J PRIORITY

R H BALDOCK

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DEC 2 1942
FOR FILING

FS-2

[illegible]

OREGON STATE HIGHWAY COMMISSION

RADIOGRAM

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DEC 2 1942
FOR FILING

NOTED
State Highway Engineer

Clearing & culverts within the next 2 weeks

30-40 men

Message Number	1	Station of Origin	KOHL	Class of Traffic		Word Count		Time of Filing	8:19	Date	11/24/42

Addressee R. H. Baldock

~~Ch~~ cut + clearing
5 cuts 40 days will be grading
16. [illegible] miles [illegible]

Text

Actual work at Rome not started. Contractor has camp up and well drilled with twelve men on job. Part of equipment bogged down between Follyfarm and Rome when contractor attempted to cut through on this route from the Alkali Lake job.

Camp completed
well completed
[illegible]

Signature

Paul Van Scoy

Receiving Operator's Service

CONFIRMATION

NOTED
State Highway Engineer

RECEIVED
NOV 27 1942
STATE HIGHWAY COMMISSION

STATE PRINTING DEPT.

FS-2

CLIFFORD A. DUNN

GENERAL CONTRACTOR

November 4, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter from Clifford A. Dunn, relative to starting the Nome Flight Strip, which is self-explanatory.

Very truly yours,

R. N. Baldock
Chief Engineer

RNB:GW
cc Mr. H. O. Smith

hone 5617

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

Nov. 2, 1942

Mr. R. H. Baldock,
Salem, Oregon

Dear Sir:

Replying to your letter of October 30th. When we received your communication we had already started some men and had two trucks in the yard loaded up ready to go. We have been delayed to some extent getting lumber for our camp at Rome, however, by sending some from Klamath Falls and getting some in Burns, we have been able to get together enough material to build most of the camp. It may be necessary later to make some special arrangements for additional material.

We have been drilling on a well near the air port for the past two weeks hoping that we could locate water at that point and eliminate the long haul and have camp water at the site. This would avoid hauling the men between six and seven miles and would concentrate the operations in a very small area. As soon as the camp is far enough along we will start clearing and grading operations on the job, however, we have felt it best for both operations to concentrate a larger amount of grading equipment on one job rather than divide it between two jobs. We now have six Cats on the Alkali Lake project and it is being completed very rapidly and all the Cats will be available for the Rome Flight Strip sometime during this month.

Respectfully yours,

Clifford A. Dunn,

By,

CAD:kb

RECEIVED FOR FILING

FS-2

CLIFFORD A. DUNN
GENERAL CONTRACTOR

November 4, 1942

Mr. Clifford A. Dunn
P. O. Box 431
Klamath Falls, Oregon

Dear Sir:

As requested in your letter of October 30, 1942, I am handing you herewith a certified contract No. 2683 which was awarded to you on August 31, 1942, for construction of the Rome Flight Strip Project on the I.O.N. Secondary Highway, in Malheur County.

Very truly yours,

AM Secretary

8617

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

Oct. 30, 1942

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

Please mail certified copies for the Rome Flight Strip Contract #2603, plans and specifications to C. A. Dunn, Mc Dermitt, Nevada.

Respectfully yours,

Clifford A. Dunn

By, C. A. Dunn

Wood

CAD;kb

RECEIVED

FOR FILE

FS-2

October 29th, 1942

Mr. Clifford A. Dunn
Contractor
Box 431
Klamath Falls, Oregon

Dear Sir:

We have received a complaint from the District Engineer of the Public Roads Administration about the progress on the Rome Flight Strip, and pointing out the necessity for immediately starting this work on account of the military aspects involved.

I realize that you probably anticipated receiving two flight strips when you bid this job, but I am sure you will appreciate the importance of this work and particularly the necessity of getting it under way.

Will you please make arrangements to start this work immediately and advise us of your plans for starting the same.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

cc to: H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir: **Attention:** Mr. H. G. Smith

A recent inspection of the Rome flight strip, Oregon FS-2, shows that the only visible activity by the contractor is a well-drilling outfit, drilling a well near the flight strip.

Bids for this project were opened August 27, 1942 and award of contract made August 31, 1942 to C. A. Dunn, Klamath Falls, Oregon, who submitted the low and only bid.

The anticipated progress schedule submitted by the contractor in accordance with the proposal requirements shows: 6% to be completed by Sept. 30, 1942; 15% by Oct. 15th, and 20% by Oct. 31st. From information obtained during the inspection of this project the contractor does not contemplate starting the work on this project before Nov. 26th, at which time 30% to 35% of the work should be done.

It is requested that this be taken up with the contractor at your early convenience and impress him with the fact that in the construction of flight strips speed is very essential. Therefore, the fact that he is under contract to construct the flight strip at Alkali Lake is no reason for delay of construction of the Rome flight strip. If our information is correct, the starting of this important project nearly three months after award, and during which time excellent construction weather has prevailed, does not conform to the letter or spirit of the contract.

Please advise of results obtained in your efforts toward the starting of work by the contractor.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

W

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NOV 1[illegible]
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. FS-2 (1)

October 21, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Flight Strip
Project No. FS 2 (1)
Rome Flight Strip

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 22 1942
STATE HIGHWAY COMMISSION

Zon

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE

DOMESTIC		FOREIGN	
[✓ FULL RATE]		FULL RATE	
DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

File

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FS-2

SALEM ORE OCT 16 1942

KLAMATH FALLS BUILDING AND CONSTRUCTION TRADES COUNCIL

JOE L WILLIS SECY KLAMATHFALLS ORE

COMMISSIONERS WILL NOT ENFORCE DOUBLE TIME PROVISION

R H BALDOCK

Cont. #2603
Rome Flight Strip

CATED

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 T.

R10 88 NL 1 EX XU=KLAMATHFALLS ORE 15

R H BALDOCK:

1942 OCT 16 AM 8 46

=STATE HIWAY DEPT (SALEM ORE)=

=RELATIVE TO ROME FLIGHT STRIP CONTRACT NO 2603 TO C A DUNN RULING PROVIDING OVERTIME PAY AT DOUBLE TIME IS JEOPARDIZING COMPLETION OF JOB CONTRACTOR CANNOTPAY DOUBLE TIME WILLING TO PAY ONE AND ONE HALF TIME LABOR SITUATION CRITICAL SOME OVERTIME NECESSARY TO KEEP SUFFICIENT LABOR ON JOB WE TAKE POSITION THAT ONE AND ONE HALF TIME IS IN ACCORDANCE WITH STABILIZATION AGREEMENT OUR MEMBERS WILLING TO WORK THIS BASIS URGENTLY REQUEST YOU WAIVE DOUBLE TIME PROVISIONS IN INTERESTS OF WAR EFFORT AND ALL PARTIES CONCERNED=

=KLAMATHFALLS BUILDING AND CONSTRUCTION TRADES COUNCIL
BY JOE L WILLIS SECY. NO 2603 C A DUNN.

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NOV 17 1942
FOR FILING

FS-2 (1)

October 5, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are seven copies of estimate as basis for project agreement for the Rome Flight Strip, Project No. FS 2 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 2 (1)

ROME FLIGHT STRIP PROJECT
IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1942

All Required		Preliminary Engineering		$ 1,500.00
Construction				
All Required		Clearing and Grubbing		$ 6,000.00
330	cu. yds.	Structural Excavation, Unclassified	$ 2.00	660.00
135,000	cu. yds.	General Excavation, Unclassified	0.50	67,500.00
All Required		Finishing and Trimming Earthwork		2,500.00
1,500	lin. ft.	12" Concrete Pipe	2.50	3,750.00
40	lin. ft.	18" Concrete Pipe	3.50	140.00
42,000	cu. yds.	Pit-run Gravel in Subbase and Surfacing	0.95	39,900.00
7,300	cu. yds.	Screened Gravel in Base	1.50	10,950.00
2,200	M-gals.	Sprinkling	3.00	6,600.00
All Required		Preparation of Base		3,000.00
8,000	cu. yds.	Furnishing and Placing Aggregates	3.50	28,000.00
520	tons	Furnishing and Placing 150-200 Asphalt	38.00	19,760.00
260	tons	Furnishing and Placing MC-3 Asphalt	38.50	10,010.00
1,100	rods	Woven Wire Stock Fence	2.25	2,475.00
2	only	Wind Cones	200.00	400.00
			Subtotal	$201,645.00
			10% Engr. & Cont.	20,164.50
			Total	$221,809.50

Length 1.515 Miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Construction	221,809.50
	$223,309.50

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 2 (1)

ROME FLIGHT STRIP PROJECT

IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1942

All Required		Preliminary Engineering		$ 1,500.00

Construction

All Required		Clearing and Grubbing		$ 3,000.00
330	cu. yds.	Structural Excavation, Unclassified	$ 2.00	660.00
135,000	cu. yds.	General Excavation, Unclassified	0.45	60,750.00
All Required		Finishing and Trimming Earthwork		3,500.00
1,500	lin. ft.	12" Concrete Pipe	1.75	2,625.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00
42,000	cu. yds.	Pit-run Gravel in Subbase and Surfacing	0.80	33,600.00
7,300	cu. yds.	Screened Gravel in Base	1.20	8,760.00
2,200	M-gals.	Sprinkling	2.00	4,400.00
All Required		Preparation of Base		2,000.00
8,000	cu. yds.	Furnishing and Placing Aggregates	3.50	28,000.00
520	tons	Furnishing and Placing 151-200 Asphalt	35.00	18,200.00
260	tons	Furnishing and Placing RC-3 Asphalt	35.00	9,100.00
1,100	rods	Woven Wire Stock Fence	3.00	3,300.00
2	only	Wind Cones	100.00	200.00
			Subtotal	$ 178,215.00
			10% Engr. & Cont.	17,821.50
			Total	$ 196,036.50
		Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Construction	196,036.50
	$ 197,536.50

ROME FLIGHT STRIP

PROJECT NO. FS 2 (1)

The lands on which the flight strip is located is Government-owned and has been reserved by the War Department.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 11, 1942

PR 46

Rome Flight Strip Project

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 8, 1942

State Oregon

Completion Date (Est.) June 15, 1943

Project No. FS 2 (1)

Estimated Total Cost Flight Strip $195,816.59

Length: Miles 1.515

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	60	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	60	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	186,000	8	Structural steel	Lb.	
4	Lumber	M.	240	10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
SEP 24 1942
FOR FILING

78-2-1

September 23, 1942

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2603, which was awarded to you on August 31, 1942, by the State Highway Commission, covering work on the Rome Flight Strip on the I. O. N. Secondary State Highway, in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

September 23, 1942

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2603, which was awarded to Clifford A. Dunn on August 31, 1942, by the State Highway Commission, covering work on the Rome Flight Strip on the I.O.N. Secondary State Highway, in Malheur County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
SEP 4 1942
FOR FILING

FS 2 (1)

September 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith four copies each of the contractor's anticipated progress schedule for the Alkali Lake Flight Strip, Project No. FS 4 (1), and the Rome Flight Strip, Project No. FS 2 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict, by J. W. Nash/ER

Encl.

RECEIVED
[illegible]
FOR FILING

FS-2 (1)

September 1, 1942

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2603, which was awarded to you by the State Highway Commission on August 31, 1942, covering grading, surfacing and bituminous macadam on the RomeFlight Strip, I. O. N. Secondary Highway, in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D G. DeSart

RECEIVED
DEC 10 1942
FOR FILING

FS-2

AGENDA
OCT 1 1942

5-f

August 31, 1942

Mr. C. A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the following contracts:

Alkali Lake Flight Strip Project on the Lakeview-Burns Highway, in Lake County. Based on your low bid of $204,368.00, submitted on August 27, 1942.

✓ Rome Flight Strip Project on the I.O.N. Secondary Highway, in Malheur County. Based on low bid of $201,645.00, submitted on August 27, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert

O. H. Paxson

[illegible]

M

Charge to the account of ______________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 31, 1942

MR. C. A. DUNN
BOX 431
KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR ALKALI LAKE FLIGHT STRIP PROJECT ON LAKEVIEW-BURNS HIGHWAY, LAKE COUNTY, AND ROME FLIGHT STRIP PROJECT ON I.O.N. SECONDARY HIGHWAY, MALHEUR COUNTY, BASED ON YOUR LOW BIDS SUBMITTED ON AUGUST 27, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

FS 2 (1)

STANDARD TIME INDICATED
RECEIVED AT

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(32)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R35 24/22 GOVT DL=NX PORTLAND ORE 31 1226P

1942 AUG 31 PM 12 34

R H BALDOCK=
STATE HIGHWAY ENGINEER (SALEM ORE)=

REURTEL TODAY WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FS-2(1) ROME FLIGHT STRIP TO C A DUNN LOW BIDDER=

:LYNCH.

REURTEL FS-2(1).

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 31, 1942

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWRD TODAY OF CONTRACTS FOR ALKALI LAKE AND ROME FLIGHT STRIPS BOTH TO C. A. DUNN

R. H. BALDOCK

SHP

RECEIVED
NOV 17 1942
FOR FILING

FS-2 (1)

August 26, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies each of special provision page 4 for the Rome Flight Strip Project No. FS-2 (1) and special provision page 4 for the Alkali Lake Flight Strip Project No. FS 4 (1).

These pages contain a revised specification for concrete pipe culverts if plain 18" pipe is furnished, the ultimate load strength of the pipe being required to be not less than 3,000 pounds per lineal foot.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
AUG 15 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS 2

August 12, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon FS-2, the Rome flight strip project in Malheur County, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

(Concurrence in award will be withheld until right of way easement has been secured or right of entry obtained.)

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

18-4212 Salt Cr. Falls-Odell Butte Rock Prod.
Willamette Highway 1942

#2604

RECEIVED
JAN 3 1944
FOR FILING

18-5212

December 29, 1943

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma (1), Washington

RE: Contract No. 2604, Eugene Sand & Gravel Co.

Gentlemen:

In reply to your request dated December 23, 1943, I wish to state that Contract No. 2604, covering the Salt Creek Falls-Odell Butte Section of the Willamette Highway in Klamath and Lane Counties was completed on October 9, 1943, and accepted by the State Highway Commission on November 8, 1943. Final payment in the amount of $46,685.42 was mailed on December 10, 1943.

Sincerely yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DF

PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, (1) WASHINGTON

TACOMA
SEATTLE
PORTLAND

December 23, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 50884 - EUGENE SAND & GRAVEL CO. to STATE OF OREGON - Contract No. 2604 - Salt Creek Falls-Odell Butte Section, Klamath and Lane Counties, Oregon.

Under date of November 16 you wrote us advising that the above contract had been completed and that final payment would be made on or after November 26. We are wondering whether final payment has now been made, and whether the contract has been accepted by the State. If it has, please advise us the total amount earned under the contract.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN
Mgr. Surety Bond Dept.

EL:MB

RECEIVED
DEC 29 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1943
FOR FILING

18-4212

November 26, 1943

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2604 for work on the Salt Creek Falls-Odell Butte Section of the Willamette Highway, in Klamath and Lane Counties, has been completed by the contractor, Eugene Sand & Gravel Co., and that final payment in the amount of $1,400.14 will be made on or after November 26, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $46,015.62 and that no force account work was performed therein. This contract was completed on October 9, 1943 and accepted by the Commission on November 8, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
RUTH SMITH

RECEIVED
NOV 13 1943
FOR FILING

18-12-12

November 12, 1943

Eugene Sand & Gravel Co.
843 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1943, granted you the extension of time requested, from July 31, 1943, to October 9, 1943, without penalty, in connection with contract No. 2604 for the Salt Creek Falls-Odell Butte Rock Production Project of the Willamette Highway in Klamath and Lane Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc- N. O. Lytle

NOTED
RUTH SMITH

RECEIVED
NOV 3 1943
FOR FILING

18-4272

November 2, 1943

Maryland Casualty Company
Hanson & Rowland Inc. of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Eugene Sand & Gravel Company, on Contract No. 2604, covering the Salt Creek Falls-Odell Butte Rock Production Project on the Willamette Highway in Klamath and Lane Counties. This payment, in the amount of $3,478.28, will be made on or after November 12, 1943. The retained percentage is $1,379.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

NOTED
RUTH SMITH

RECEIVED
OCT 20 1943
FOR FILING

18-43-12

#2063

Salem, Oregon
October 20, 1943

Mr. K. G. Smith
Construction Engineer
O F F I C E

Dear Sir:

You are advised that the Highway Commission has denied the claim of the Eugene Sand and Gravel Company for additional compensation arising out of the shipment of crushed material to the town of Crescent.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:js

RECEIVED
OCT 28 1943
FOR FILING

18-4212

#2063

October 19, 1943

Eugene Sand & Gravel Company
843 Franklin Blvd.
Eugene, Oregon

jm

Attention Mr. J. R. McKay

Gentlemen:

At its meeting on October 12 the State Highway Commission had under consideration your claim for special compensation based on the charge made by the railroad company in connection with the transportation of certain materials which the state bought from you, such extra compensation being reimbursement for wartime government tax on shipment of crushed material to the Salt Creek Falls-Odell Butte Project.

It is the considered opinion of the members of the Highway Commission that bidders on public contracts must assume certain risks in connection therewith, and it appeared to the Commission that the conditions that caused your extra expense in this particular instance are not such as to justify the Commission in reimbursing you therefor. Furthermore, the assumption by the state of this item would establish a precedent which eventually would cost the state a considerable sum of money.

For the reasons stated, the Commission found it necessary to refuse your claim, and instructed me to advise you accordingly.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

cc - S. H. Probert

FORM E-50 20M 1-40

AGENDA
OCT 12 1943

3-M

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1943

SUBJECT: Claim of Eugene Sand & Gravel Co.

To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

REFERRED TO
Mr. Glaisyer
By Chief Engineer

agenda

Dear Sir:

Herewith memorandum from Mr. Devers dated September 18 in regard to request for special compensation by Mr. McKy of the Eugene Sand and Gravel Co. I am also attaching report under date of September 28 sighed by H. G. Smith.

I think this matter should be passed upon by the Highway Commission; however, I think Mr. Devers concurs in Mr. Smith's recommendation.

Very truly yours,

~~C. B. McCullough~~
Asst. State Highway Engineer

CBM:JF
Encls.

M

FORM E-30 25M 1-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28th, 1943

SUBJECT: Eugene Sand & Gravel Claim on Salt Creek Falls-Odell Butte Contract

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In regard to the claim of the Eugene Sand & Gravel Company for reimbursement for federal transportation tax of $0.0375 per cubic yard on all material shipped.

The Eugene Sand & Gravel Company were the successful bidders for the furnishing of 14,000 cubic yards of crushed material in stockpile on the Salt Creek Falls-Odell Butte Section. This was a stereotyped maintenance material contract, in which the contractor could either furnish crushed rock or crushed gravel and for which a rock quarry was furnished.

The Eugene Sand & Gravel Company elected to ship the material from their plant in Eugene, but I do not see that a raise in freight rates is any different than any other raise in prices which their competitors had to bid against.

Were we to pay this claim, it seems to me that it would open up the question of reimbursement for similar rises in prices on all contract work, and I recommend that the claim be denied.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

Noted on Card

gene Sand
bid on materials.

2963

DATE: Sept. 21, 1943 ASSIGNED TO: N. C. Smith

FOR
X (Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(- -

REPORT RECEIVED:

REMARKS:

SION

er submitted
s claim is
connection
with the transportation of materials which the State bought from Mr. McKy and which charge he said was not known to him at the time he bid on the materials.

I carried on some correspondence concerning the claim on the assumption that I might be able to develop a condition which would justify the Highway Commission in taking delivery of the materials at the plant and the State assume the freight charges and thus be able to avoid the Government tax. However, it appears that practically all of the materials have been delivered. I told Mr. McKy I would bring this matter to the attention of the Commission and am doing so through you.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Enc.

FORM E-30 25M 9-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1943

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

Attached is my file with respect to a matter submitted by Mr. McKy of the Eugene Sand and Gravel Company. His claim is predicated on a charge made by the railroad company in connection with the transportation of materials which the State bought from Mr. McKy and which charge he said was not known to him at the time he bid on the materials.

I carried on some correspondence concerning the claim on the assumption that I might be able to develop a condition which would justify the Highway Commission in taking delivery of the materials at the plant and the State assume the freight charges and thus be able to avoid the Government tax. However, it appears that practically all of the materials have been delivered. I told Mr. McKy I would bring this matter to the attention of the Commission and am doing so through you.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Enc.

OFFICE PHONE 134

EUGENE SAND & GRAVEL CO.

J. R. McKY H. B. RUTH

WASHED SAND, GRAVEL AND CRUSHED ROCK
EXCAVATING AND GENERAL CONTRACTING
843 FRANKLIN BLVD.
EUGENE, OREGON

Sept. 16th 1943.

RECEIVED
SEP 17 1943
LEGAL DEPT

J.M.Devers,
Oregon State Highway Commission,
Salem, Ore.

Dear Mr. Devers:-

We have your letter of the fifteenth, referring to the amount of gravel already shipped on the Cresent Lake order, up to this evening we have shipped about 12000 cu yds with about 2500 cu yds to go.

Thanking you for anything that you may be able to do for us in this matter, We remain,

Yours very truly,

Eugene Sand & Gravel Co.

September 15, 1943

Eugene Sand & Gravel Co.,
843 Franklin Boulevard,
Eugene, Oregon.

Attention: M. R. McKy

Dear Sir:

I have your letter of the eleventh in which you give information with respect to the Federal Transportation Tax on the materials which you have sold to the State and are delivering to Crescent.

Before I can discuss this matter with the Commission I would like to know how much of the material has been delivered and how much is yet undelivered. I do not know whether we can find some way by which this item can be taken care of, but I shall discuss it with the Commission.

Yours very truly,

J. M. DEVERS

JMD:FW

OFFICE PHONE 134

EUGENE SAND & GRAVEL CO.

J. R. McKY H. B. RUTH

WASHED SAND, GRAVEL AND CRUSHED ROCK
EXCAVATING AND GENERAL CONTRACTING
843 FRANKLIN BLVD.
EUGENE, OREGON

Sept. 11th 1943

RECEIVED
SEP 14 1943
LEGAL DEPT

J.M.Devers,
Oregon State Highway Commission,
Salem, Ore.

Dear Mr. Devers:-

In reply to your letter of September 7th regarding tax that I talked to Mr. Parker about, this is the Federal transportation tax of 3% or 3-3.4 cents per cu. yard on all amterial shipped.

At the time we bid this job we had no knowledge of this tax, the contract was awarded on the first day of October and the tax became effective on the first of December 1942, and adds approximately $550.00 to cost of freight on the contract.

In all instandes item of this kind is passed on to the comsumer, which in this instance is the State Highway Department, and we were not in a position to include it in the original bid we feel that it should be added to the final cost of the gravel to the State Highway Department, and we should be re-inbursed to this amount by them.

Thanking you, We remain,

Yours very truly,

Eugene Sand & Gravel Co.

J R McKy

yellow

Sept. 7th, 1943

Eugene Sand & Gravel Company
843 Franklin
Eugene, Oregon

Attention: Mr. Mackey

Gentlemen:

Mr. Parker brought to my attention, something you said to him the other day about a tax that you are now required to pay in connection with shipments of crushed rock to Crescent City, which rock has been purchased by the State Highway Commission. The information is also given me that the tax is a tax that was not known to you at the time you contracted with the State to sell the material.

I have been trying to get all the information I can so as to discuss the matter with the Commission, and I wrote to the Railroad Company to find out what Federal order, rule or law was imposed and just what the tax is. I received a letter from the Railroad Company, in which they advised me that the only Federal tax on freight transportation in effect at present is the three per cent transportation tax, placed in effect December 1st, 1942.

Will you please give me full information concerning the tax you have in mind, so that I can advise the Commission.

Yours very truly,

J. M. DEVERS

JMD:FRC

Southern Pacific Company

520 S. W. YAMHILL STREET, PORTLAND, OREGON
PHONE ATWATER 8181

F. C. Nelson
FREIGHT TRAFFIC MANAGER
(NORTHERN DISTRICT)
B. C. TAYLOR,
ASST. GEN'L FREIGHT AGENT
A. J. GALAN,
ASST. GEN'L FREIGHT AGENT

IN REPLY PLEASE REFER TO
F-11317-War
Revenue

September 2, 1943

RECEIVED
SEP 3 1943
LEGAL DEP'T

Mr. J. M. Devers
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of August 26th, 1943, to Mr. M. L. Jennings, regarding the imposition of the transportation tax on shipments made by the State of Oregon or for the State of Oregon.

We have no information regarding the assessing of a tax of $1.80 per car on freight.

The only Federal tax on freight transportation in effect at the present time is the 3% transportation tax which was placed in effect December 1, 1942. Section 143.21 of sub-part D of "Regulation 113" which is a pamphlet released by the Bureau of Internal Revenue of the United States Treasury Department, and which defines the application of the Transportation Tax exempts "an amount paid directly to a carrier by a state or political subdivision thereof, for the transportation of property" from the Transportation Tax. Under the provisions of this subpart, any shipment made by the State of Oregon or consigned to the State of Oregon and for which charges are paid by the State of Oregon is not subject to the tax.

We trust that this will give you the desired information.

Very truly yours,

F. C. Nelson

Southern Pacific Company
UNION STATION, PORTLAND, 9 OREGON

M. L. JENNINGS,
SUPERINTENDENT

IN REPLY PLEASE REFER TO
601-2

Aug. 27, 1943

Mr. J. M. Devers, Chief Counsel
Ore. State Highway Commission
Salem, Ore.

File

RECEIVED
AUG 28 1943
LEGAL DEPT

Dear Sir:

Yours Aug. 26th relative to tax on rails shipped from Eugene to Crescent Lake.

I am referring your communication to Mr. F. C. Nelson, Freight Traffic Manager at Portland, who has all the information on this feature and who, no doubt, will reply to you direct.

Yours truly,
ML Jennings

Cy: Mr. F. C. Nelson

August 26, 1943

Mr. H. L. Jennings, Superintendent,
Southern Pacific Company,
Union Station,
Portland, Oregon.

Dear Mr. Jennings:

The State is purchasing some materials which are to be shipped by rail from Eugene to Crescent. I have been advised that by some recent Federal order a tax of $1.80 has been imposed on each carload of commodities, regardless of the character of the tonnage or freight.

I would like to know whether or not the tax is imposed on shipments made by the State and for the State or is the tax imposed merely on private business. I have been called upon to advise the Commission with respect to this matter and must do so shortly. Therefore I will appreciate such information as you can give me. I do not have a copy of the Government's order. I will appreciate an early reply.

Yours very truly,

J. M. DEVERS

JMD:FW

RECEIVED
OCT 1 1943
FOR FILING

18-4212

#2063

Salem, Oregon
September 30, 1943

Claim of Eugene Sand & Gravel Co.

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

Herewith memorandum from Mr. Devers dated September 18 in regard to request for special compensation by Mr. McKy of the Eugene Sand and Gravel Co. I am also attaching report under date of September 28 sighed by H. G. Smith.

I think this matter should be passed upon by the Highway Commission; however, I think Mr. Devers concurs in Mr. Smith's recommendation.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JF
Encls.

RECEIVED
SEP 21 1943
FOR FILING

18-4212

SALEM
September 21, 1943

#2063

Mr. E. G. Smith

We are handing you herewith Mr. Dever's file with respect to a claim submitted by Mr. McKy of the Eugene Sand and Gravel Company. Will you please advise me of your views concerning this claim and return the file with your comment.

C. B. McCULLOUGH
Ass't. State Highway Engineer

JM:GM

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 9, 1943

Section Salt Creek- Odell Butte

Kind of work Cr. Matl. in Stk. Piles

Highway Willamette

Section prefix 18-4212

Contractor Eugene Sand & Gravel Co.

Contract number 2604

Date of contract Oct. 1, 1942

Date of completion July 31, 1943

Date work started June 15, 1943

Estimated date of completion Oct. 9, 1943

Amount of contract $44304.

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $44304.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1260., 2.76 %

Date project was completed 10-9-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has delivered all material to stock piles this contract.

Completed Oct. 9,1943.

RECEIVED
OCT 11 1943

NOTED
E. M. BOOTH

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Box 972 Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			14200 c y		
Estimated quantities moved or placed to date			14200 c y		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1					2	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	6						6
Men and tractors							
shovel opr	1						1
	8					2	10

Equipment used during week: Shovels 1......., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

18-4212

November 4, 1942

Eugene Sand & Gravel Company
Box 1067
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2604 which was awarded to you on October 1, 1942 for furnishing crushed material in stockpiles on the Salt Creek Falls-Odell Butte Section of the Willamette Highway, in Klamath and Lane Counties.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

18-4212

November 4, 1942

Maryland Casualty Company

Hansen & Rowland Inc. of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2604 which was awarded to Eugene Sand & Gravel Company on October 1, 1942 for furnishing crushed material in stockpiles on the Salt Creek Falls-Odell Butte Section of the Willamette Highway, in Klamath and Lane Counties.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

FOR FIL

w

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. G. ROWLAND, SECY.

18-4213

October 23, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 50884 - EUGENE SAND & GRAVEL CO., TO STATE OF OREGON - Salt Creek Falls-Odell Butte, Rock Production Project on the Willamette Highway in Klamath and Lane Counties, Oregon - Contract No. 2604

We have executed bond in quadruplicate to cover the contract in caption in the sum of $44,304.00 and are returning the four copies of the Specifications, Contract Agreement and bond.

We trust the enclosed will be found in order.

Yours very truly,
HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schermerhorn
A. Van R. Schermerhorn,
Manager, Surety Bond Dept.

HGM

P. S. The papers referred to above are being forwarded under separate cover by Railway Express.

RECEIVED
OCT 23 1942

Copies received
10/26/42
AM

RECEIVED
[illegible]
FOR FILING

18-4212

October 19, 1942

Eugene Sand & Gravel Company
Box 1067
Eugene, Oregon

Attention: J. R. McKy

Gentlemen:

Inasmuch as you did not call at my office last week, as I understood you to say you would, to pick up contract No. 2604, Salt Creek Falls-Odell Butte Rock Production Project on the Willamette Highway, I am today again forwarding the four copies of this contract to you, by express.

Will you kindly execute all four copies as to agreement and bond and return them to me for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files, and one executed copy will be sent to the surety on your bond.

It will be appreciated if you will expedite this as much as possible.

Very truly yours,

AH

Secretary

RECEIVED
[illegible]
FOR FILING

18-4212

October 2, 1942

Eugene Sand & Gravel Company
Box 1067
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2604, which was awarded to you by the State Highway Commission on October 1, 1942, covering the Salt Creek Falls-Odell Butte Rock Production Project, on the Willamette Highway, in Klamath and Lane Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED

18-4312

October 2, 1942

Eugene Sand & Gravel Company
843 Franklin Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 1, 1942, awarded you the contract for the Salt Creek Falls-Odell Butte Rock Production Project on the Willamette Highway, in Klamath and Lane Counties. This award was based on your low bid of $44,384.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION
By

HBG:hew Secretary

cc - S. H. Probert
G. S. Paxson

122-1037 Crabtree Cr.-Jordan Section
Albany-Lyons Secondary Hwy. 1942

#2605

RECEIVED
SEP 25 1943
FOR FILING

122-1037

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SEPT. 17, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	10760	2605	9-FINAL	H.C.WALLING(DBA SALEM SUPPLY COMPANY)	893.41	246014	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

MR. GLAISYER: WE HAVE YOUR NOTICE OF ACCEPTANCE ON THIS.
AAW

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

OK to release warrant

Approved
Secretary

NOTED
RUTH SMITH

RECEIVED
SEP 1 1943
FOR FILING

123-1437

September 1, 1943

United States Fidelity & Guaranty Company
E. Spalding, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

In reply to your inquiry of August 31, 1943, wish to advise that the total amount which has been paid to H. G. Walling, dba Salem Supply Co., in connection with contract No. 2605, for the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County, is $33,756.87, to date.

Final estimate, in the amount of $893.41, is in the process of payment, and is to be paid on or after September 7, 1943. The total amount to be paid the contractor is $34,650.28.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

33,756.87
893.41
34,650.28

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
Manager

GEORGE S. WOODWORTH
Superintendent of Claims

August 31,1943

Oregon State Highway Commission
Salem, Oregon

Re: Oregon State Highway Commission #2605
H. C. Walling d/b/a Salem Supply Co.

Gentlemen:

For the completion of our records on bond executed for the captioned contractor covering State Highway contract for work on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway in Linn County, we would appreciate being advised of the total amount paid contractor on this project.

We enclose self-addressed stamped envelope for your convenience in replying and wish to thank you for your cooperation in this respect.

Very truly yours,

B. Spalding
Surety Department

BVS
Enc.

REFERRED TO
mrs smith
BY SECRETARY

Get me full information for reply.
HBG

RECEIVED
SEP 1 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 0 1943
FOR FILING

1[illegible]-1037

August 26, 1943

United States Fidelity & Guaranty Co.
Nicholson & Wiper, Inc., Agent
1st. National Bank Building
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2605 for work on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County, has been completed by the contractor, H. C. Walling, dba Salem Supply Company, and that final payment in the amount of $893.41 will be made on or after September 7, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that no force account work was performed therein. This contract was completed on June 29, 1943 and accepted on August 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

NOTED
[illegible] GLAISYER

RECEIVED
AUG 30 1943
FOR FILING

122-1037

August 24, 1943

H. C. Walling dba Salem Supply Co.
P.O. Box 43
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1943, granted you the extension of time requested from December 31, 1942 to June 29, 1943, without penalty, in connection with contract No. 2605 for the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

cc - F. B. Mason
Division Engineer

FOR FILE

122-1037

July 30, 1943

United States Fidelity & Guaranty Co.
Nicholson & Wiper, Inc.
1st-National Bank Building
Salem, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mr. H. C. Walling dba Salem Supply Company, on contract No. 2605, covering grading, surfacing, and the furnishing of maintenance materials, on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County. This payment in the amount of $2,241.05 will be made on or after August 9, 1943. The retained percentage is $1,044.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:rw

NOTED
RUTH SMITH

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1943

Section Crabtree Creek-Jordan

Kind of work Grading, Surf. & Maint. Mat'ls.

Highway Albany-Lyons Secondary

Section prefix 122-1037

Contractor H. C. Walling

Contract number 2605

Date of contract October 1, 1942

Date of completion December 31, 1942

Date work started October 23, 1942

Estimated date of completion ...., 19....

Amount of contract $ 31,563.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 33,970.75

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,089.47, 6.15 %

Date project was completed June 29, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was completed on Tuesday June 29th. On that date the contractor completed hauling the Screen Reject to the stockpile site. 56 cu. yds. of this material was placed in the stockpile on that date, 44 cu. yds. having previously been hauled and placed.

JUL 6 - 1943

RECEIVED
JUL 6 - 1943

Signed H. G. Swart

Address Salem Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	2.12			
Miles partially completed					
Miles completed	0.25	2.12			
Total estimated quantities	1,350	9,900	5,700		
Estimated quantities moved or placed to date	1,080	10,513	6,022		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	14					2	16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 27	Warm	8	No work Sunday.
Monday 28	"		
Tuesday 29	"		
Wednesday 30			
Thursday 1			
Friday 2			
Saturday 3			

STATE PRINTING DEPT.

RECEIVED
MAR 15 1943
FOR FILING

122-1037

COPY

March 9, 1943

Mr. Fred Lemery
Evans Products Co.,
Lebanon, Oregon

Dear Mr. Lemery:

Reference is made to our previous conference in this office regarding the use of the Richardson Gap Road.

As stated to you the other day, I have had a very careful investigaton made and find that the condition of the road is such right now that it would be utterly impossible to permit log hauling over it. The contractor is right in the midst of construction operations and the section is pretty badly torn up. We will do the best we can to push the completion of this job but it will probably be some little time before it will be possible to let heavy traffic use the road.

We are very sorry not to be able to accommodate you but under the circumstances we find it is simply impossible so to do.

Yours very truly,

CBM:MC

C. B. McCullough
Assistant Chief Engineer

cc - H. G. Smith
E. A. Collier

Mr. Smith: (I agree with your statement of last night that, in view of the fact that this entire project was undertaken for the purpose of benefiting this type of traffic, we should throw it open to log hauling at the earliest possible date. I think we should make every effort to crowd the contractor.) C. B. M.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

COPY

IN REPLY PLEASE
REFER TO FILE NO.

February 24, 1943

Mr. Fred Lemery
Evans Products
Lebanon, Oregon

Dear Sir:

The loggers will not be able to use the Richardson Gap Road for several months. The contractor has not completed the grading and has placed only a small amount of the surfacing and the road is not in shape to start log hauling.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/er

cc R. H. Baldock
F. D. Eason

RECEIVED
OCT 28
FOR FILE

122-1037

October 28, 1942

E. C. Walling dba Salem Supply Company
P. O. Box 41
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of contract No. 2605, awarded to you on October 1, 1942, for grading, surfacing and furnishing of maintenance materials on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

2

October 28, 1942

United States Fidelity & Guaranty Co.
Nicholson & Wiper, Inc., Agents
First National Bank Building
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of contract No. 2605 which was awarded to E. C. Walling dba Salem Supply Company on October 1, 1942, for the grading, surfacing and furnishing of maintenance materials on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County.

This copy is being handed to you since you appear as surety on the bond furnished by the contractor, and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

Form E-1—6M—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 19 42

Section Crabtree Creek-Jordan

Highway Albany-Lyons Secondary

Contractor H. C. Walling

Date of contract October 1, 1942

Date work started October 23, 19 42

Amount of contract $ 31,563.00

Kind of work Grading, Surfacing & Maint. Mat'ls.

Section prefix 122-1037

Contract number 2605

Date of completion December 31, 19 42

Estimated date of completion December 31, 19 42

Per cent of time elapsed 26.09 %

Estimated cost of completed project, exclusive of engineering $ 31,563.00

Per cent of contract completed, based on total contract price 1.5 %

Engineering cost to date, $ 185.18, 0.59 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was started on this contract on Friday October 23rd. The Notification of Commencement of work has been submitted.

A power blade, owned by Marion County, started grading on the relocated section, Stations 25+00 and 37+50. One laborer was also working on this grading section on clearing and grubbing work.

The field party was on this project three days this week setting stakes for the grading work.

RECEIVED
OCT 24 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
OCT [illegible] 1942
OFFICE OF
[illegible] ENGINEER

NOTED
E. M. [illegible]

Signed H. F. Swart

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	2.12			
Miles partially completed	0.25	0			
Miles completed	0				
Total estimated quantities	1,350	9,900	5,000		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 18	Fair		
Monday 19	"		
Tuesday 20	"		
Wednesday 21	"		
Thursday 22	"		
Friday 23	Cloudy		
Saturday 24	Wet fog.		

STATE PRINTING DEPT.

RECEIVED
OCT 24 1942
FOR FILING

122-1037

SALEM
October 23, 1942

Contracts No. 2605 and No. 2606

Mr. K. D. Lytle
Division Engineer

On October 14, 1942, we sent you, by express, four copies each of contracts No. 2605 and No. 2606 for you to secure the signature of Mr. Clough.

We are wondering if you have had an opportunity to have Mr. Clough sign the contracts. If not inconvenient, we would like to have them returned to this office as soon as possible so we can send a copy to the office of the Secretary of State, who will not honor an invoice for work performed under a contract until he has a copy of the contract on file in his office.

HBG:AM

Secretary

RECEIVED

122-1037

October 2, 1942

Mr. E. C. Walling dba Salem Supply Company
E. Hoyt Street
Salem, Oregon

Gentlemen:

The State Highway Commission on October 1, 1942, awarded you the contract for 0.25 mile grading and 2.12 miles surfacing; also furnish 5,000 cu. yds. crushed-gravel maintenance materials on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County. This award was based on your low bid of $31,563.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION
By

HBG:hew Secretary

cc - S. H. Probert
G. S. Paxson

RECEIVED

122-1037

October 2, 1942

Mr. E. C. Walling dba Salem Supply Company
East Hoyt Street
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of contract No. 2605, which was awarded to you on October 1, 1942, by the State Highway Commission covering grading, surfacing and maintenance materials on the Crabtree Creek-Jordan Section of the Albany-Lyons Secondary Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 4 Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

HBG:hsw Secretary

NOTED
A. L. MONSON

29-4204 Mills Br.-McNamers Camp Rock Prod.
Wilson River Highway 1942

#2606

RECEIVED
AUG [illegible] 1944
FOR FILING

29-4204

August 9, 1944

National Surety Corporation
W. B. Gilham, Agent
623 Corbett Building
Portland 4, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission is about to make final settlement with F. C. Feldschau & Son, Tillamook, in connection with state highway contract No. 2606 for the Mills Bridge-McNamara Camp Rock Production Project. The final voucher is in the amount of $891.20, and the warrant in such amount will be released to the contractor on or after Saturday, August 19, 1944. This final amount includes $215.24 force account.

For your further information I might state that the total cost of the project is $71,099.20, which is somewhat less than the amount we previously estimated. This is accounted for by necessary deductions which were revealed in the final check of field notes.

According to the records this job was completed on April 27, 1944. It was accepted by formal action of the State Highway Commission on June 13, 1944. There are no claims on file with the State Highway Commission against the job, and neither the State nor the State Highway Commission assumes any responsibility in connection with outstanding claims should any exist.

This letter is directed to you for your information in view of the fact that the National Surety Corporation appears as surety on the bond furnished by F. C. Feldschau & Son on this project. We will appreciate it if you will acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

[illegible]
V.H.

RECEIVED
JUN 19 1944
FOR FILING

29-4204

June 16, 1944

F. C. Feldschau & Son
402 W. 3rd St.
Tillamook, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 14, 1944, granted you the extension of time requested, from July 31, 1943 to april 27, 1944, without penalty, in connection with contract No. 2606 covering the Mills Bridge-McNamers Camp Rock Production Project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:vs

cc Mr. F. D. Mason,
Salem, Oregon

RECEIVED
JUN 1 1944
FOR FILING

77-4204

May 31, 1944

Mr. W. [illegible] Gilham, Manager
National Surety Company
623 Corbett Building
Portland, Oregon

Dear Mr. Gilham:

Reply is made to your letter of May 26, 1944 with further reference to F. C. Feldschau & Son, Contract No. 2606, for the furnishing of crushed rock for the Mills Bridge-McNamara Camp Section of the Wilson River Highway.

I am sorry but we still are unable to give you a definite final figure for the cost of the project, although a change has been made in the amount as given you in my letter of May 13, 1944. According to the engineer's estimate of May 15, 1944 the contractor had earned the sum of $75,483.80, but that is subject to correction. Just when the final amount will be determined I am unable to state, but it should not be long.

In my letter of May 13, 1944 I informed you that we anticipated that the job would be completed by July 31, 1944. In checking on this feature again, I find that the job was actually completed on April 27, 1944. I regret very much this error which can only be accounted for by the fact that we have so much new help in the office.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ace

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

PORTLAND SERVICE OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BUILDING
PORTLAND, OREGON
TELEPHONE: ATWATER 2191

May 26, 1944

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Contract Bond #609759
F. C. FELDSCHAU & SON

Dear Mr. Glaisyer:

I wish to refer again to your letter of May 13th, regarding contract No. 2606, wherein you indicated the total amount due to be $76,826.17.

When we billed the contractor for an additional premium, he advised the agent that there must be some mistake, as he figured the total to be considerably less.

Is it possible, at this time, to advise the final figure?

Yours very truly,

W. B. Gilham,
MANAGER

WBG:an

ANSWERED
H. B. GLAISYER

[illegible] — [illegible] of May 15

5275.80

REFERRED TO
Virginia
BY SECRETARY

please get me the information for reply
HBG

RECEIVED
MAY 27 1944
OREGON
STATE HIGHWAY COMMISSION

NATIONAL SURETY MARINE INSURANCE CORPORATION
A WHOLLY OWNED AFFILIATE

RECEIVED
MAY 19 1944
FOR FILING

29-4204

May 16, 1944

Mr. W. B. Gilham, Manager
National Surety Corporation
Suite 623 Corbett Building
Portland, Oregon

Dear Mr. Gilham:

Reference is made to your letter of May 15 which I have just received regarding the completion date of the F. C. Feldschau & Son contract No. 2606 for the Mills Bridge-McNamara Camp Rock Production Project.

I will stand corrected as to the actual date of completion. I stated in my letter of May 13 that we anticipated that the job would be completed by July 31, 1944. Since writing that letter, I have received information from the Construction Engineer that the job was actually completed on April 27, 1944. and that he has received a request from the contractor for an extension of time to that date together with your consent thereto as surety on the bond. This will be presented to the Highway Commission at its next meeting. I regret that I did not have full information when I wrote you. Thanks for bringing it to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:vbh

#2606

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

PORTLAND SERVICE OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BUILDING
PORTLAND, OREGON
TELEPHONE: ATWATER 2191

May 15, 1944

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Contract Bond #609759
F. C. FELDSCHAU & SON

Dear Mr. Glaisyer:

Many thanks for your favor of May 13th.

I believe that you have confused the completion date, as the Division Engineer recently advised the contract was completed on April 27th, 1944. July 31st, 1943, was the original completion date, but an extension of time has been granted and Consent of Surety executed, to April 27th, 1944.

Yours very truly,

W. B. Gilham,
MANAGER

WBG: an

ANSWERED
H. B. GLAISYER

RECEIVED
MAY 16 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1944
FOR FILING

29-4204

May 13, 1944

Mr. W. B. Gilham, Manager
National Surety Corporation, New York
Suite 623 Corbett Building
Portland, Oregon

Dear Mr. Gilham:

In reply to your letter of May 11 concerning the F. C. Feldschau & Son Contract No. 2606 for the Mills Bridge-McNamers Camp Rock Production Project is to advise that according to the latest available information, which is of date April 15, 1944, there has been paid to the contractor the sum of $60,926.00. The retained percentage is $5,275.80.

We estimate that this job will run to $76,826.17 which is approximately $6,000.00 in excess of the contract price. We anticipate that the job will be completed by July 31, 1944.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:vbh

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

PORTLAND SERVICE OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BUILDING
PORTLAND, OREGON
TELEPHONE: ATWATER 2191

May 11, 1944

Oregon State Highway Commission
Salem, Oregon

RE: Bond #609759 - F. C. FELDSCHAU & SON

Gentlemen:

It will be very much appreciated if you will please advise the total amount paid, and to be paid, to the above contractor on Contract No. 2606, Mills Bridge-McNamers Camp Rock Production Project.

Thanking you for your courtesy, I remain

Yours very truly,

W. B. Gilham,
MANAGER

WBG:an

RECEIVED
MAY 12 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 29th, 19 44

Section Mills Bridge-McNamurs Camp

Kind of work crush and stockpile gravel

Highway Oregon Coast

Section prefix 29-4204

Contractor F.C.Feldschau & Son

Contract number 2606

Date of contract October 1st, 19 42

Date of completion July 31st, 19 43

Date work started December 8th, 19 42

Estimated date of completion April 27th, 1944

Amount of contract . . . . $ 70344.00

Per cent of time elapsed 189.8 %

Estimated cost of completed project, exclusive of engineering . . . . $ 78000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 2153.60, 3.0 %

Date project was completed April 27th, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing ,shaping of stockpiles completed April 27th.

Plant is set up at Siskey Bar which the contractor has leased and will keep his plant there as a commercial plant.Some clean up yet to be made at his first set up. Nine stock piles to cross section for final when we can get away from the Astoria job to do it.

RECEIVED
MAY 1 - 1944

MAY 1 1944

NOTED
E. M. BOOTH

Signed J. L. Scott

Address Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			22		
Miles partially completed					
Miles completed					
Total estimated quantities			27750		
Estimated quantities moved or placed to date			27750		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			7		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., 3 trucks, ...

April	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 23	showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	clear		
Friday	fair		
Saturday	fair		

STATE PRINTING DEPT.

RECEIVED
FOR [illegible]

29-4204

October 28, 1942

National Surety Corporation
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2606 which was awarded to F. C. Feldschau & Son on October 1, 1942 for the grading, surfacing and furnishing of the maintenance materials on the Mills Bridge-McNamars Camp Section of the Wilson River Highway in Tillamook County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours
STATE HIGHWAY COMMISSION

BE

By
Secretary

October 28, 1942

F. C. Feldschau & Son
Tillamook, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2606 awarded to you on October 1, 1942 for the grading, surfacing and furnishing of the maintenance materials on the Mills Bridge-McNamara Camp Section of the Wilson River Highway in Tillamook County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

BE

RECEIVED
1942

29-6204

SALEM
October 23, 1942

Contracts No. 2605 and No. 2606

Mr. K. D. Lytle
Division Engineer

On October 14, 1942, we sent you, by express, four copies each of contracts No. 2605 and No. 2606 for you to secure the signature of Mr. Clough.

We are wondering if you have had an opportunity to have Mr. Clough sign the contracts. If not inconvenient, we would like to have them returned to this office as soon as possible so we can send a copy to the office of the Secretary of State, who will not honor an invoice for work performed under a contract until he has a copy of the contract on file in his office.

REG:AM

Secretary

RECEIVED
FOR FIL

NATIONAL SURETY CORPORATION

NEW YORK

VINCENT CULLEN
PRESIDENT

OREGON BRANCH OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BLDG.
PORTLAND, OREGON
PHONE AT. 2191

NATIONAL SURETY MARINE
INSURANCE CORPORATION
• A WHOLLY OWNED AFFILIATE

29-J204

October 7, 1942

Oregon State Highway Commission
Salem, Oregon

RE: Contract Bond #609759
F. C. FELDSCHAU & SON

Gentlemen:

We are today sending by prepaid express Contract Agreement and Bond for the above in connection with Contract #2606, Mills Bridge-McNamers Camp Rock Production Project, in quadruplicate.

When the contract and bond has received final approval by the Commission, it will be appreciated if you will kindly return one copy for our file.

Yours very truly,

W. B. Gilham,

WBG:AB

MANAGER

RECEIVED
OCT - 8 1942
OREGON
STATE HIGHWAY COMMISSION

NOTED
A. L. MONSON

Contracts rec'd 10/8/42

RECEIVED
OCT [illegible]
FOR [illegible]

29-4204

October 2, 1942

F. C. Feldschau & Son
Tillamook, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2606 which was awarded to you by the State Highway Commission on October 1, 1942, covering the Mills Bridge-McNamara Camp Rock Production Project on the Wilson River Highway, in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
A. L. MONSON

FOR FILING

29-4204

October 2, 1942

F. G. Feldschau & Son
402 West Third Street
Tillamook, Oregon

Gentlemen:

The State Highway Commission on October 1, 1942, awarded you the contract for the Mills Bridge-McNamers Camp Rock Production on the Wilson River Highway, in Tillamook County. This award was based on your low bid of $70,344.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION
By

HBG:hew Secretary

cc - S. H. Probert
G. S. Paxson

FS-1 (1) Aurora Flight Strip
West Portland-Hubbard Highway 1942

#2607

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
MAY 15 1946
FOR FILING

FS-1 (1)

May 13, 1946

R 3213A 3219A
3214A 3220A
3216A 3221A
3217A 3222A
3218A

Mr. John Lee
Route 1
Hubbard, Oregon

Dear Sir:

Reference is made to your request to use property under the jurisdiction of the State Highway Commission consisting of:

The Aurora Flight Strip, adjacent to the West Portland-Hubbard Highway,

for the following purposes: the harvesting and removal of rye grass, fesque, and clover growing as a volunteer crop on the property.

This permission is granted during the balance of the calendar year 1946 upon the following conditions:

1. No buildings or other structures shall be placed on the property, nor shall any commercial or unlawful use be made thereof.

2. The Commission shall have the right to retake possession, sell, or otherwise dispose of said property at any time such action may appear to the Commission to be in the public interest without liability for loss, injury, or damage of any nature whatsoever.

3. The Commission assumes no responsibility for the safety of the premises or for loss, injury, or damage resulting from the use of the said premises under the terms of this permit, and the permittee herein shall indemnify and hold harmless the State of Oregon, the State Highway Commission, its officers, agents, and employes, from all claims for loss, injury, or damage which may arise from or be connected with the use of the said property by the permittee.

4. The graveled and sodded portion of the Flight Strip shall be mowed on or about June 1, when the weather is suitable, and mowed again on or about August 1.

5. No mowing machine, truck, car, baling machine, or other equipment shall at any time be moved onto or across any of the paved area in the Flight Strip, nor shall obstructions of any nature be placed thereon.

Mr. John Lee
May 13, 1946
Page 2

6. If the harvested crops are baled, the baling work shall be done outside the limits of the paved and graveled areas.

7. The gate to the Flight Strip shall be kept locked at all times when not in actual use, and the permittee shall provide his own padlock. Permittee shall make arrangements with F. W. Farrar covering this item.

8. Upon the expiration of this permit, or prior thereto if the premises are vacated before that date, the permittee shall clean up the area upon which any materials have been piled or stored and shall leave the same in a clean and sightly condition.

9. The rental to be charged for this permit shall be: none.

10. Entry upon and use of the property under the terms of this permit shall be understood and construed to be a full and complete acceptance of all the terms and conditions thereof.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier
Mr. F. D. Eason

RECEIVED
MAY 16 1946
FOR FILING

FS-1 (1)

May 10, 1946

Mr. George W. Fry, Recorder
The City of Aurora
Aurora, Oregon

Dear Sir:

With reference to your communication of May 7, advise that the Aurora flight strip belongs to the Federal Government and the Navy Department has indicated its intention to use this flight strip in conjunction with a proposed Naval Reserve refresher training unit which it contemplates establishing in the Portland vicinity.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

THE CITY OF AURORA OWNS AND OPERATES ITS OWN WATER SYSTEM

OFFICE OF THE CITY RECORDER
The City of Aurora
INCORPORATED IN 1893
AURORA, OREGON

May 7, 1946

State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

Will you please bring us up to date on the situation regarding the Aurora air strip when it will be up for surplus disposition.

The City of Aurora has had letters from individuals and from one company who wish this information.

We would appreciate hearing from you at your early convenience.

Yours truly,

Geo W Fry

George W. Fry, Recorder.

RECEIVED
MAY 10 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1946
FOR FILING

FS 1 (1)

Salem, Oregon
May 10, 1946

Cross Referenced To
adm
Permits
Encroachment

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

Mr. John Lee of Route 1, Hubbard, requests permission to cut the rye grass, fesque and clover which grows on the shoulders adjacent to the Aurora Flight Strip for his use as hay.

It is agreeable with this department and also with the Public Roads Administration to grant him permission. However, it is our thought that he should be required to sign some form of an agreement. In this connection, we would like to suggest that a form of permit be prepared to cover Mr. Lee's operation and the following terms and provisions should govern:

"This permission is granted from the date hereof to August 15, 1946, upon the following conditions:

1. The graveled shoulders and the sodded areas on the Aurora Flight Strip shall be mowed about June 1, when the weather is suitable, and again on or about August 1.

2. No mowing machine, truck, car, baling machine, or other equipment shall, at any time, be moved onto or across any of the paved area.

3. If the hay is baled, the baling shall be done outside the limits of the graveled shoulders.

4. The gate must be kept locked. You are to provide your own padlock and arrange with Mr. Farrar, so that you can lock your padlock into his padlock and chain. Your padlock is to be removed after the second mowing.

5. The rental to be charged for this permit shall be none.

6. The use of the property in accordance with this permit shall be understood and agreed to be full and complete acceptance of all the terms and conditions stated herein."

Very truly yours,

R. H. Baldock
State Highway Engineer

JM:EM

ccullough:

You asked me to have Devers prepare a form of agreement to cover the matter mentioned in the attached file. Before asking Mr. Devers I wrote Collier for additional details and now he send down a letter permit. Do you approve of this prodedure or do you want the agreement prepared.

McFarland

Sm:—

Y COMMISSION

PONDENCE

equest of John Lee To Mow
urora Flight Strip

State Highway Department
OFFICE

Dear Sir:

Mr. John Lee, Route 1, Hubbard, has requested permission to cut the hay on the graveled shoulders and graded area of the Aurora Flight Strip.

We are maintaining this flight strip under an agreement with the Public Roads Administration.

On April 23, Mr. Davis wrote: "We see no reason why you should not use your judgment as to permitting someone outside your organization doing this work (mowing), provided proper safeguards are used to keep the runway clear at all times".

I recommend the attached letter be written Mr. John Lee, Route 1, Hubbard.

Very truly yours,

E A Collier

E. A. Collier
Maintenance Engineer

EAC:IH
Encl.

FORM E-30 [illegible] [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1946

SUBJECT: Request of John Lee To Mow
Aurora Flight Strip

To:
Mr. C. B. McCullough
Assistant State Highway Department
State Highway Department
OFFICE

Dear Sir:

Mr. John Lee, Route 1, Hubbard, has requested permission to cut the hay on the graveled shoulders and graded area of the Aurora Flight Strip.

We are maintaining this flight strip under an agreement with the Public Roads Administration.

On April 23, Mr. Davis wrote: "We see no reason why you should not use your judgment as to permitting someone outside your organization doing this work (mowing), provided proper safeguards are used to keep the runway clear at all times".

I recommend the attached letter be written Mr. John Lee, Route 1, Hubbard.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
Encl.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 30, 1946

Mr. John Lee
Route [illegible]
Hubbard, Oregon

You have requested permission to mow the grass on the Aurora Flight Strip shoulders and sodded areas for ensilage or hay.

This permission is granted from the date hereof to August 15, 1946, upon the following conditions:

1. The graveled shoulders and the sodded areas on the Aurora Flight Strip shall be mowed about June 1, when the weather is suitable, and again on or about August 1.

2. No mowing machine, truck, car, baling machine, or other equipment shall, at any time, be moved onto or across any of the paved area.

3. If the hay is baled, the baling shall be done outside the limits of the graveled shoulders.

4. The gate must be kept locked. You are to provide your own padlock and arrange with Mr. Farrar, so that you can lock your padlock into his padlock and chain. Your padlock is to be removed after the second mowing.

5. The rental to be charged for this permit shall be none.

6. The use of the property in accordance with this permit shall be understood and agreed to be full and complete acceptance of all the terms and conditions stated herein.

RECEIVED
FOR FILING
FS-1-1

Salem, Oregon
April 26, 1946

Mr. E. A. Collier
Maintenance Engineer
Office

Dear Sir:

Please refer to the attached copy of a letter from T. M. Davis of April 23 concerning the use for hay of the rye grass, fescue and clover on shoulders and graded areas of the Aurora Flight Strip.

It appears that John Lee of Route 1, Hubbard, desires to mow this hay for his own use and remove it. However, before granting him permission to do this, it is our desire to ask Mr. Devers to prepare a form of agreement and have Mr. Lee sign it.

Will you please furnish this office the necessary data for the preparation of such an agreement so that we can pass it on to Mr. Devers.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:HM
Enc.

①

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

April 23, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 1st to Mr. W. H. Lynch, Division Engineer, relative to the use for hay of the rye grass, fesque and clover on shoulders and graded areas of the Aurora Flight Strip, Oregon FS-1.

We see no reason why you should not use your judgment as to permitting someone outside your organization doing this work, provided proper safeguards are used to keep the runway clear at all times.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer.

Write Collier

REFERRED TO
McCollough
By Chief Engineer

An agreement seems to be necessary so as to [illegible]

RECEIVED
APR 2[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Collier

Develop for agreement

RECEIVED
APR 4 1946
FOR FILING

FS 1-1

April 1, 1946

Mr. H. B. Lynch
Division Engineer
Public Roads Administration
P.O.B. 3900
Portland 8, Oregon

Dear Sir:

On the Aurora Flight Strip the shoulders and enclosed area beyond the shoulders have a good stand of rye grass and fescue and some clover. We have mowed this area about once a year.

Mr. John Lee of Route 1, Hubbard, wants to mow this for the hay which he would bale. He is a veteran now operating a dairy farm about 5 miles from the strip.

Please advise what answer we should make.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
RAC:FE

cc R. A. Collier
F. D. Mason

RECEIVED
APR 8 1946
FOR FILING

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

POST OFFICE BUILDING
PORTLAND 5, OREGON

FS-1 (1)

NOTED
State Highway Engineer

April 2, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to the future use of the Aurora Flight Strip, Oregon FS-1(1).

We are advised that the Navy Department has indicated their acceptance of the use of this flight strip as an outlying field for use in conjunction with a proposed Naval Reserve Refresher Training Unit which they contemplate establishing in this vicinity.

No change will be made in the maintenance procedure already established and as provided for in the modification of the project agreement executed June 19, 1945.

The right is reserved to Public Roads and the State Highway Department to access whenever necessary for inspection and maintenance purposes.

We would appreciate prompt advice when the Navy Department takes over this flight strip if such action comes to your attention or to the attention of your maintenance personnel.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
APR 4 1946
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Collier

RECEIVED
MAR 4 1946
FOR FILING

F.S. 1

March 1, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith copy of a letter from Mr. Devers in which he states that he has assigned G. W. Hosner to the case and will attempt to have the pending cases brought to trial as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
Encl.
cc Mr. J. M. Devers

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 28, 1946

L 1343
L 1349

Mr. R. H. Baldock,

Office.

Dear Sir:

Replying to your letter of the twenty-first concerning the Aurora Flight Strip Project, may I say that I have assigned the matter to G. W. Neuner and he is now attempting to have the pending cases brought to trial so that we can get this matter disposed of. We hope to be able to report something definite very soon.

Yours very truly,

JMDevers
J. M. DEVERS

JMD:PW

RECEIVED
FEB 25 1946
FOR FILING

ES #1 (1)

SALEM, OREGON
February 21, 1946

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Sir:

The Public Roads Administration has been "pressuring" us for several months to submit our final claim for federal reimbursement in connection with the Aurora Flight Strip Project, construction of which was completed in November, 1943. The enclosed letter is the latest of the Administration's requests in regard to this matter.

As the final settlement requested can be made as soon as the one remaining condemnation suit is closed out, the matter should, I think, have your attention.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

ENC.

RECEIVED
MAR 13 1946
FOR FILING

FS-1

Division 8

NOTED
State Highway Engineer

February 14, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the original agreement for Oregon FS-1, Aurora, which was signed by the officials of the Oregon State Highway Commission November 8, 1943 and signed for the Administrator December 4, 1943.

The agreement provides that construction and post construction shall be considered as separate units of the project and that each unit may proceed to final completion, inspection and acceptance independently of the other units, and final payment of Federal funds may be made on each unit after such final completion, inspection and acceptance.

The construction of this project was accepted as completed in November 1943 and reference is made to several requests for the clearing up of the project and the submission of the final voucher covering this construction.

We are in receipt of a request from our Washington Office requesting that a voucher reflecting final construction costs be submitted as soon as possible so that final payment of Federal funds may be made according to the agreement.

Will you please give this your prompt attention.

Very truly yours,

original referred
to Mr Probert

T. M. DAVIS
District Engineer.

RECEIVED
JUL 19 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-1 (1)

July 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-1(1)
Aurora Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement [illegible] for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 10 1945
OREGON
STATE HIGHWAY COMMISSION

Fron

Wa 4 pr 18767

Oregon Flight Strip Project No. FS 1(1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 8, 1943 by the Oregon State Highway Commission, and on December 4, 1943, by the Federal Works Administrator, as amended by modification of project agreement signed on June 30, 1944 by the State Highway Department, and on June 30, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 1(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of said agreement to provide for additional post construction during the existing emergency;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that clause "e" of Article III shall be revised to read:

> "(e) It is hereby mutually agreed that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 12, 1945, and the Administrator on JUN 19 1945.

OREGON STATE HIGHWAY COMMISSION,

By T H Banfield

Chairman, State Highway Commission

By

Member, State Highway Commission

By

Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By

Acting Commissioner of Public Roads.

Oregon Flight Strip Project No. FS 1(1).

RECEIVED
JUN 19 1945
FOR FILING

FS-1

June 18, 1945

Mr. W. Lowell Steen
Steen Flying Service
Milton, Oregon

Dear Sir:

Reference is made to your communication of June 15, concerning the ownership and control of the Aurora flight strip.

For further information concerning this flight strip, we respectfully refer you to Mr. W. H. Lynch, Division Engineer, Public Roads Administration, P. O. Box 3900, Portland 8, Oregon, as his office has charge of it at the present time.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:hi

June 15, 1945
Milton, Oregon

Mr. Baldock
State Hi-way Engineer
Salem, Oregon

Dear Mr. Baldock:

We are very interested in receiving any information regarding the ownership and control of the Aurora flight strip located about 1½ miles northwest of Aurora, Oregon.

We are interested in the possibilities of leasing this here strip for a private flying operation. Any information which you might be able to provide will be greatly appreciated.

Yours very truly
STEEN FLYING SERVICE

W Lowell Steen

W. Lowell Steen

WLS/amb

RECEIVED
JUN 18 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

FS-1 (1)

June 1, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for the Aurora Flight Strip, Oregon FS-1(1).

Clause (e) of Article III is amended so that the date of June 30, 1945, no longer is a limiting date.

Please have the copies signed and return them as soon as possible as the agreement should be completely executed before June 30, 1945.

The previous agreement estimate still remains in force.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

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JUN 2 1945
OREGON
STATE HIGHWAY COMMISSION

Jra

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JUN 2 - 1945
FOR FILING

FS-1

May 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. M. Devers

Dear Sir:

Reference is made to previous requests for the clearing up of the rights of way for the Aurora Flight Strip, Oregon FS-1.

We understand all of this right of way has been obtained with the exception of one parcel, and since this project was completed and accepted in November, 1943, we would appreciate it very much if any land not now acquired could be obtained as early as convenient in order that the final voucher covering this work may be paid and the construction closed.

Thanking you for your past good efforts in right of way matters, I am

Very truly yours,

W. H. LYNCH
Division Engineer

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MAY 24 1945
FOR FILING

FS 1 (1)

May 17, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Aurora Flight Strip, Project No. FS 1 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Incl.

RECEIVED
MAY 18 1945
FOR FILING

FS 1 (1)

May 17, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Aurora Flight Strip, Project No. FS 1 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1(1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, May 12, 1945

All Required	Preliminary Engineering		$ 1,400.00
All Required	Lands, Rights of Way, Easements		26,000.00

CONSTRUCTION

Contract No. 2607

All Required		Clearing and Grubbing		$ 25,000.00
540	cu. yds.	Structural Excavation, Unclassified	$ 1.25	675.00
190,000	cu. yds.	General Excavation, Unclassified	.46	87,400.00
All Required		Finishing and Trimming Earthwork		3,900.00
670	lin. ft.	18" Concrete Pipe	2.50	1,675.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.00	51,000.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	3.50	53,550.00
2,300	gals.	Sprinkling	2.50	5,750.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	30.00	1,980.00
300	tons	Furnishing and Placing Aggregates in Seal Coat	5.00	1,500.00
1,070	rods	Woven Wire Stock Fence	4.00	4,280.00
2	only	Gates in Stock Fence	25.00	50.00
2	only	Cones	100.00	200.00
52	acres	Seeding	40.00	2,080.00
All Required		Preparation of Base		2,500.00
550	cu. yds.	3/4" - 0" Materials in Binder Course	4.00	2,200.00
108	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	2,700.00

Price Agreement No. 1

25,000	cu. yds.	Extra Subbase Material	1.55	38,750.00
4,000	cu. yds.	1½" - 0" Reject Gravel in Place	1.55	6,200.00
4,000	tons	Extra Class "B" Asphaltic Concrete	6.50	26,000.00

Price Agreement No. 5

7,688 cu. yds.	Stockpiling 1" - 0" Material for Base, Shoulders and Surfacing	$ .25	$ 1,922.00
			$382,862.00

Clearing of Approach and Side Clearance Zones (Contract No. 2623)
(Approximate Final Construction Quantities)

2,800 sq. ft.	Felling Danger Trees	$ 2.00	$ 5,600.00
2,400 sq. ft.	Felling and Disposing of Danger Trees	2.50	6,000.00
4 only	Topping of Oak Trees	25.00	100.00
			$ 11,700.00

Work To Be Performed By Aurora Telephone Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduits	$ 300.00
	Subtotal	$394,862.00
	Engr. & Cont.	20,000.00
	Total	$414,862.00

Post Construction $ 14,000.00

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,400.00
Lands, Rights of Way, Easements, Etc.	26,000.00
Construction	414,862.00
Post Construction	14,000.00
	$456,262.00

FORM 5-90 25M 11-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1945

SUBJECT: Maintenance Costs on Flight Strips

To:

S. H. Probert
Office Engineer
Department

Dear Sir:

Supplementing our estimate of maintenance costs on flight strips submitted March 20, 1945, we submit the following to cover the first half of the year 1946 as requested in Mr. Caufield's letter of May 3, 1945.

	Maintenance Expenditures to March 1, 1945	Estimate of Maintenance Costs	
		Balance of 1945	First Half 1946
Rome	$ 1500.	$ 2500.	$ 1500.
Alkali	238.	2500.	1500.
Boardman	405.	2500.	1500.
Aurora	662.	2500.	1500.

As stated before this estimate covers routine snow removal, mowing, repair to lighting system $200 per field, repairs to wind socks and fences and routine surface patching, plus a contingency item for surface repair of larger extent which might be required after an accident.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:FW
cc

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

May 3, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been advised that authority for the use of the $5,000 of special funds for post-construction on flight strips covered by the modified agreements executed June 30, 1944, has been extended to June 30, 1946.

Accordingly, it is requested that revised estimates be submitted for use as a basis for modification of the agreements to extend the period of availability, taking into account final vouchers for construction and including an allowance for post-construction through June 30, 1946. If any project will require additional funds for the ensuing year's post construction, a further allotment from the special funds will be made upon request. It is not desired to reduce the $5,000 of special funds already provided although it may be more than the estimated requirement to June 30, 1946. The estimates need not itemize the construction cost shown on final vouchers.

Please submit the revised estimates at an early date in order that modification of the agreements may be completed by June 30.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

REFERRED TO
Project
By Chief Engineer

See me re this
Have asked Collier
to give you maintenance
cost

[redacted]

RECEIVED
MAY [illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1944
FOR FILING

7S-1 (1)

November 17, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

At the request of Mr. Davis, we are sending herewith a statement showing the amounts paid, and estimates of amounts to be paid, for the several parcels of land and several easements acquired in connection with the Aurora Flight Strip Project, Project No. FS-1 (1).

The acquisition is not yet complete owing to condemnation proceedings pending against Anna B. and W. P. Wurster.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

SHP:ER

ESTIMATED COSTS OF LANDS, RIGHTS OF WAY AND EASEMENTS FOR THE AURORA FLIGHT STRIP PROJECT NO. FS 1 (1)

File No.	Former Owner		Cost
Land Acquisition			
3213-A	Aurora Ehlen		$ 201.25
3214-A	Julius C. Lewis		5,000.00
3217-A	Otto Knorr		5,000.00
3218-A	William F. Keil		1,030.00
3219-A	David A. Keil		1,014.25
3220-A	Henry J. Keil		998.00
3221-A	Lewis F. Keil		938.00
10619	Kenneth J. Brown		400.00
10620	Donald Stratford		337.50
10630	Anna B. and W. P. Wurster	(Est.)	1,600.00*
Flight Strip Easements			
3212-A	Wm. Kraus		200.00
3213-B	Aurora Ehlen		200.00
3216-B	Mildred Steinhoff		225.00
3217-B	Otto Knorr		455.00
3218-B	William F. Keil		30.00
3219-B	David A. Keil		30.00
3220-B	Henry J. Keil		30.00
3221-B	Lewis F. Keil		30.00
3222-B	William Jesky		719.80
4715-A	Lila M. Walter		250.00
10619-A	Kenneth J. Brown		100.00
10620-A	Donald Stratford		118.50
10630-A	Anna B. and W. P. Wurster	(Est.)	340.00*
10644	Elmer H. Fry		272.50
10734	Robert H. Keil		65.60
10735	Walter E. C. Keil		65.60
			$19,651.00
	Title Insurance		105.00
	Title Reports		254.00
	Recording Fee		45.50
	Summons and Complaint		7.95
			$20,063.45

*Costs shown are estimated. Properties are to be acquired by condemnation procedure, the hearings for which have not been held.

Note: The cost for the rights of way acquired directly by the U. S. Government, in amount $4,254.13, is not included in the above items.

/

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FOR FILING

MONTANA
OREGON
WASHINGTON FS-1 (1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

July 31, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-1(1)
Aurora Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
AUG 1 1944
OREGON
STATE HIGHWAY COMMISSION

Jm

Oregon Flig[illegible] Strip Project No. FS 1 (1) WA4pr-18767

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 8, 1943, by the Oregon State Highway Commission, and on December 4, 1943, by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 1 (1); and

WHEREAS, the Highway Department of the State of Oregon has requested the Administrator to approve a revision of the plans, specifications and estimate for said project to provide for additional post construction work during the period of the existing emergency, and by reason thereof has requested that the approved estimate of cost and the Federal funds approved and set aside to the credit of the project be increased from $451,262.00 to $456,262.00, all of which is to be paid from Federal funds made available for such work.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates and the sum of four hundred fifty-six thousand, two hundred sixty-two and no/100 dollars ($456,262.00), as the share of the United States payable under said act on account of said project, which is the approved total estimated cost of said project.

Clause (c) of Article III shall read:

"(c) Of the total estimated cost as shown in this agreement not to exceed $452,007.87 is to be used for construction, post construction, and right-of-way that may be acquired by the Highway Department. The remainder of the cost, not exceeding $4,254.13, is to be expended for acquisition by the Federal Government of right-of-way for this project."

To Article III shall be added clause (e) to read:

"(e) It is hereby mutually agreed that the post construction provided for by this agreement shall include work performed through the fiscal year 1945, subject to the condition that payment of Federal funds shall be made before June 30, 1945 for all post construction work performed; and provided further that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of four hundred fifty-six thousand, two hundred sixty-two and 00/100 dollars ($456,262.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on *June 30, 1944*, and the Administrator on JUN 30 1944.

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By A W Schaupp
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 1(1).

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~highway~~ designated in the records of this Agency as Flight Strip Project No. FS 1(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $456,262.00 in lieu of the $451,262.00 approved by Certificate dated December 4, 1943 as the total estimated cost of said project, and the sum of $456,262.00/ as the share of the United States, payable under said acts on account of such project, which [redacted] is the [redacted] total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and JUN 30 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

RECEIVED
FEB 8 1944
FOR FILING

A-1

February 7, 1944

Mr. and Mrs. E. H. Gerlach
Canby, Oregon

Dear Sir and Madam:

You are hereby notified that Warren Northwest Inc. has completed the work on the Aurora Flight Strip Section of the West Portland-Hubbard Highway in Marion County and that it is the intention of the State Highway Commission to make final payment on or after February 17, 1944.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

Contract accepted Jan 12-44

RECEIVED
NOV 5 1943
FOR FILING

FS-1

November 4, 1943

Mr. and Mrs. E. H. Gerlach
Canby, Oregon

Dear Sir and Madam:

Further reference is made to your letter of September 18, 1943, directed to the United States Engineers and the Oregon State Highway Engineer, relative to the operations of Warren Northwest Construction Company, in the removal of gravel from the Molalla River above your place of business.

If the conditions that you mentioned still exist, and you have a claim to file with the State Highway Commission, I would suggest that you file the claim at once, in order that proper notification may be given to the surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

RECEIVED
OCT 29 1943
FOR FILING

FS #1

October 28, 1943

Mr. H. B. Glaisyer

Please advise Mr. and Mrs. N. H. Gerlach that if they have a claim to file it with the Commission in order that the contractor's bondsmen may be notified.

R. H. Baldock

RHB:HI

(Erosion at auto camp site at Molalla River on Pacific Highway)

OCT 28 1943
FOR FILING

FS #1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1943

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Pursuant to your request, Mr. Stephenson has made an inspection of the gravel pit on the Molalla River approximately one-half mile above our Molalla River Bridge on the Pacific Highway. This is the pit which is being used by Warren Northwest, Inc. I am attaching a copy of Mr. Stephenson's report.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

FORM E-90 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1943

SUBJECT:

To: Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

On September 20, I made an inspection of the gravel pit located on the Molalla River in Section 5, Township 4 South, Range 1 East, in Clackamas County. This pit is on property owned by a Mr. Harris and is adjacent to, and east of, a gravel plant operated by Rigdon Brothers. Gravel is being taken from the Harris pit by Warren Northwest, Inc., for use on the Aurora Flight Strip.

Mr. H. H. Gerlach, owner of the property known as Seven Acres, located at the west end of the Molalla River Bridge on the Pacific Highway, has filed a complaint with the State Highway Department and with the U. S. Engineers in which he alleges that Warren Northwest, Inc., has, by its gravel removal operations, created a condition which will cause flood damage to his property.

Inspection disclosed an old overflow channel which originates near the gravel pits and empties into the river in the vicinity of the Gerlach property. Statements from local residents were to the effect that the river, during flood stage, frequently overflowed its banks and followed this old channel across the Gerlach property.

At the gravel pit, material has been removed from the river bank for a distance of approximately 200 feet, leaving a large, semicircular depression along the northern rim of which has been piled a large quantity of rejects. These rejects tend to dam the upper end of the old channel, but I believe they would wash away rapidly under floodwater action.

In my opinion, the condition is such that the main river current might be deflected into the gravel pit causing scouring and the possibility of shifting the channel so that a greater portion of the flood water would pass down the old high water channel. This probably could be averted by the construction of a rock-blanketed dike across the south end of the gravel pit.

Mr. and Mrs. Gerlach had contacted the U. S. Engineers who had sent an engineer to inspect the situation. Though the U. S. Engineers had never done any flood control work along the Mollala River in this vicinity, they seemed to be much interested, and, according to the Gerlachs, made the statement that, if the State Highway Department did not take steps to correct the condition at this gravel pit, the Gerlachs should let them know so that they could do something about it.

Very truly yours,

M. Stephenson

M. Stephenson
Bridge Construction Engineer

MS RHS

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
522 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE

PADPW

5

23 September 1943

Mr. and Mrs. E. H. Gerlach
Canby
Oregon

Dear Sir & Madam:

Reference is made to your letter of 18 September 1943, sent jointly to this office and to the State Highway Engineer, regarding possible flooding of your property through operations of the Warren Northwest Construction Company.

This department does not hold jurisdiction over the work being conducted. The landing strip is being built by the Bureau of Public Roads under the direction of the State Highway Engineer. The flood control work completed in 1940 was done by the WPA under the supervision of this office, and the flood control works constructed were turned back to the local flood control district for operation and maintenance.

The gravel being removed at this time is from private land and it is entirely within the rights of the land owner to sell it. If damage to adjacent or downstream properties result from these operations, recourse may be had through the local courts.

An inspection of the contractor's operations on 21 September 1943 by representatives of this department did not reveal any cause for alarm on your part. No evidence could be found that banks had been lowered or protection removed. To your advantage, they have filled up the inlets to two old channels that fed down into your area and will thus confine more of the flow to the main channel and decrease, if anything, the amount of water that will reach your property outside of the river channel. The strippings are piled across the downstream edge of the pit forming a levee several feet high. Should this levee fail to hold and the water pass through, it will be collected again in the existing overflow channels and be returned to the channel again upstream of your property the same as it does now.

Your letter to the State Highway Engineer should bring you consideration by the supervising agency and we are sure that they will cooperate with you in any way feasible to insure that your properties will not be damaged by any action of the contractor.

For the District Engineer:

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

Roy W. Scheufele,
Major, Corps of Engineers,
Executive Officer.

cc State Highway Engineer

RECEIVED
SEP 22 1943
FOR FILING

ES-1

September 21, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

I am enclosing for your information a copy of two letters that have been received concerning your operations on the Molalla River near Canby. The first is from Mrs. H. D. Titsel, and the other is from S. H. and Ada E. Gerlach.

You will note that both parties indicate that they expect to claim damages. It was thought that you should be advised of the situation.

Very truly yours,

Secretary

HBG:ob

OREGON STATE HIGHWAY COMMISSION

Recorded

RECEIVED
SEP 22 1943
FOR FILING

FS-1

September 21, 1943

Cross Referenced To
Adm
Insurance
Property Damage

Mr. H. H. Gerlach
Canby, Oregon

Dear Mr. Gerlach:

This acknowledges receipt of the carbon copy of your letter of the 18 instant, directed to the Office of United States Engineers and to the Office of Oregon State Highway Engineers, with respect to damage which you allege is being done by the contractor, Warren Northwest, Inc., by reason of excavation in the Molalla River near your place.

I have brought your letter to the attention of the State Highway Engineer, Mr. R. H. Baldock, inasmuch as your complaint concerns a state highway contract. Also sending a copy of your letter to Warren Northwest, Inc., so that they will be advised of the situation.

Very truly yours,

Secretary

HBG:eb

OREGON STATE HIGHWAY COMMISSION

Recorded RL

FORM E-90 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 20, 1943

SUBJECT:

To: Mr. H. B. Glaisyer

Herewith letter which is self-explanatory.

Please advise the contractor on the Aurora Flight Strip that these people have signified their intention to present claims for any damages which might result from overflow which can be chargeable to the activities of the Warren Northwest Company in removing gravel from the Molalla River.

R. H. Baldock

RHB:HI

cc Mr. H. G. Smith
   Mr. S. H. Probert

Canby, Oregon, September 18, 1943.

TO THE OFFICE OF
UNITED STATES ENGINEERS
Pittock Block,
Portland, Oregon, and
TO THE OFFICE OF
OREGON STATE HIGHWAY ENGINEER,
Salem, Oregon.

Gentlemen:

We, the undersigned, are the owners are are in occupancy of a business known as SEVEN ACRES, located on the Molalla River, on the west end of the highway bridge crossing the Molalla River, just out from Canby.

Our property lies rather low, and is subject to overflow from the Molalla River. But since the United States Engineers made the necessary improvements several years ago, to keep said river from overflowing, our property has been very little affected by the highwaters from said river, during flood,or highwater times.

Now, however, the Warren Northwest Construction Company is operating above us on the said river, taking out gravel, rock etc., for the flying field under construction at Aurora, Oregon, and are cutting down the bank of the river, and practically undoing all that the United States Engineers did several years ago to keep said river in its banks and under control.

If this work by the said Warren Northwest Construction Company is allowed to continue, our place of business, and many other farm along the banks of this river will be ruined and washed out.

Unless this company is stopped from doing all this damage and ruining the work done by the United States Engineers to protect our properties, there is a great possibility that a damage action will be filed against the persons liable for all this damage and destruction, because we cannot sit idly by and see our property being washed away from high water this winter.

This remonstrance is sent to you now, so you will have ample time to investigate the dangerous situation, and DO SOMETHING ABOUT IT, before it is too late.

We trust this letter will have your immediate attention, because it is a matter that requires immediate action, and that you will lose no time or effort to save the properties along the bank of the Molalla River, from being washed out and ruined because of the damage being done up the river by this construction Company.

Unless this is stopped, the highway bridge across this river will be endangered at highwater from drift wood and other objects being swept down that river, which is very swift.

Yours very truly,

H. H. Gerlach
Ada E Gerlach

RECEIVED
20 1943
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 21 1943
FOR FILING

FS-1

September 20, 1943

Mr. H. B. Glaisyer

Herewith letter which is self-explanatory.

Please advise the contractor on the Aurora Flight Strip that these people have signified their intention to present claims for any damages which might result from overflow which can be chargeable to the activities of the Warren Northwest Company in removing gravel from the Molalla River.

R. H. Baldock

RHB:AI

cc Mr. H. G. Smith
   Mr. S. H. Probert

Mr. Smith:
Please have the matter investigated and make a report.

Canby, Oregon. September 18, 1943.

TO THE OFFICE OF
UNITED STATES ENGINEERS
Pittock Block,
Portland, Oregon, and
TO THE OFFICE OF
OREGON STATE HIGHWAY ENGINEER,
Salem, Oregon.

COPY

Gentlemen:

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Our property lies rather low, and is subject to overflow from the Molalla River. But since the United States Engineers made the necessary improvements several years ago, to keep said river from overflowing, our property has been very little affected by the highwaters from said river, during flood, or highwater times.

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Unless this company is stopped from doing all this damage and ruining the work done by the United States Engineers to protect our properties, there is a great possibility that a damage action will be filed against the persons liable for all this damage and destruction, because we cannot sit idly by and see our property being washed away from high water this winter.

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Unless this is stopped, the highway bridge across this river will be endangered at highwater from drift wood and other objects being swept down that river, which is very swift.

Yours very truly,

/s/ H. H. GERLACH
/s/ ADA E. GERLACH

RECEIVED
FEB 8 1944
FOR FILING

FS-1

February 7, 1944

Mrs. H. D. Titsel
Route 2, Box 11
Canby, Oregon

Dear Mrs. Titsel:

You are hereby notified that Warren Northwest, Inc. has completed the work on the Aurora Flight Strip Section of the West Portland-Hubbard Highway in Marion County and that it is the intention of the State Highway Commission to make final payment on or after February 17, 1944.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
NOV 10 1943
FOR FILING

FS-1

From
Mrs H. D. Fitzel
R.2. Box 11 Canby
Oregon

Oregon
State Highway
Commission

Dear Sir's

In reply to your letter of Nov 4, 1943. referring to the damage complaint I filed in your office September 18, 1943, If I had the ingenuity to forcast what the Molalla river would do between now and April, when it goes on its mad rampage, I would be head of some great university. There has been no rain or snow so far to cause it to be out of its bank dangerously But my damage complaint I filed in your office Sept 18, 1943 still stands

Very truly Your's
Mrs H. D. Fitzel

NOTED
H. B. GLAISYER

RECEIVED
NOV - 9 1943
OREGON
STATE HIGHWAY COMMISSION

IVED
NOV 5 1943
FOR FILING

FS-1

November 4, 1943

Mrs. H. D. Titsel
Route 2, Box 11
Canby, Oregon

Dear Madam:

Further reference is made to your letter of September 18, 1943, advising that your property is being damaged by reason of the operations of Warren Northwest Construction Company, in the Molalla River.

In order that the contractor's bondsman may be informed of your claim, will you kindly make a formal filing of the same with this office. If the claim no longer exists you may disregard this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

RECEIVED
SEP 22 1943
FOR FILING

FS-1

September 21, 1943

Cross Referenced To
Adm
Insurance
Property Damage

Mrs. H. D. Titsel
Route 2, Box 11
Canby, Oregon

Dear Mrs. Titsel:

This acknowledges your letter of the 18 instant in which you complain of the operation of the Warren Northwest Construction Company along the Molalla River where it fronts on your property.

Warren Northwest, Inc. have a contract with the State Highway Commission in the vicinity of Aurora, and I believe that in connection therewith they are taking material from the Molalla River. In view of which, I am referring your communication to Mr. R. H. Baldock, State Highway Engineer.

I presume that you have already written the contractor with regard to this damage to your property, if not, I would suggest you do so. Their address is, Warren Northwest, Inc., P.O. Box 5072, Portland, Oregon.

In conformity with standard practice of this department I am today sending a copy of your letter to the contractor for his advance information.

Very truly yours,

Secretary

HBG:eb

OREGON STATE HIGHWAY COMMISSION

Recorded

[illegible]

R. 2 - Box 11, Canby Ore.
Sept 18 - 1943.

Oregon
State Highway
Commission

Salem, Ore.

Dear Sir's

I wish to enter through your office, to file a damage suit against the Warren N. W. Construction Co, No1 Complaint damage done to the vaule of the property by the unsightly mess, the amount of damages to be determined later, Second complaint, Removel of the Mollala River bank, Dugging and bringing a channel some where around 75 or 100 ft further in, There by laying a foundation for extreme flooding, also making of a new channel, which would cause great damage to my property, if something is not done to prevent it, by the afore said Company -

Yours & Oblidge
Mrs H. D. Titzel

RECEIVED
SEP 20 1943
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FEB 8 1944
FOR FILING

FS-1

February 7, 1944

U. S. Fidelity & Guaranty Co.
Beulah Spalding, Agent
1112 Bedell Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2607 for work on the Aurora Flight Strip Section of the West Portland-Hubbard Highway, in Marion County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $11,551.54 will be made on or after February 17, 1944.

The state is not advised of any unpaid claims for labor or material except those of H. H. Gerlach and Mrs. H. D. Titzel, of Canby, Oregon, who claim damages by reason of the contractor's excavation for gravel in the Molalla River of which you have been previously notified.

For your information we wish to advise that the total contract amount is $383,768.03 of which amount $492.40 represents the amount of force account items. This contract was completed on November 17, 1943, and accepted by the Commission on January 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

RECEIVED
JAN 21 1944
FOR FILING

E.S.-1

January 20, 1944

United States Fidelity & Guaranty Co.
Beulah Spalding, Agent
1112 Bedell Building
Portland (4), Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 2607, covering the grading and paving on the Aurora Flight Strip Project on the West Portland-Hubbard Highway in Marion County. This payment, in the amount of $14,285.25, will be made on or after January 31, 1944. The retained percentage is $11,511.85.

The state is not advised of any unpaid claims for labor or material except those of H. H. Gerlach and Mrs. H. B. Fitzel, of Canby, Oregon, who claim damages by reason of the contractor's excavation for gravel in the Molalla River of which you have been previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AG

NOTED
RUTH SMITH

RECEIVED
JAN 29 1944
FOR FILING

FS-1

January 17, 1944

3222-A Wm. Jeskey

Mr. J. M. Devers
Chief Counsel

Attention Mr. A. B. Kneass

I am handing you herewith two copies of an agreement between William Jeskey and Maude E. Jeskey and the State Highway Commission, covering the falling, damaging and injuring of trees on a flight strip easement previously acquired for the Aurora Flight Strip in Marion County. These were signed by the State Highway Commission on January 12, 1944.

I have retained the original copy for the Commission's records and files.

Secretary

RS

RECEIVED
JAN 18 1944
FOR FILING

FS-1

January 17, 1944

Warren Northwest, Inc.
P. O. Box [illegible]
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 12, 1944, granted you the extension of time requested, from April 30, 1943 to November 27, 1943, without penalty, in connection with contract No. [illegible] for grading and paving of the Aurora Flight Strip Project on the West Portland-Hubbard Highway in Marion County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc - F. D. Eason

NOTED
RUTH SMITH

RECEIVED
FEB 1[illegible] 194[illegible]
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-1

January 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-1(1)
Aurora Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 18 1944
OREGON
STATE HIGHWAY COMMISSION

WA4pr-18767

Form P. R. 2

State Oregon

Flight Strip Project No. FS 1(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Nov., 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Sec. 9 of the Act approved Nov. 19, 1941 (Public No. 295 - 77th Congress);

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 15th day of September 1942; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four hundred fifty-one thousand, two hundred sixty-two and 00/100 dollars ($451,262.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State (Include date and citation of act of legislature by which authorized)

(b) From other sources by the Federal Government, pursuant to Section 8 of the Act approved Nov. 19, 1941 (Public No. 295 – 77th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~highway as described in detail in said surveys, plans and specifications:~~ flight strip:

~~Between~~ Aurora Flight Strip, in Sections 2 and 11, T. 4 S., R. 1 W., W.M.

, ~~length~~ ~~miles~~ in Marion County,

being ~~Section~~ of Oregon Flight Strip project No. FS 1(1)., ~~consisting of~~

~~miles of roadway and~~ ~~bridges, each of more than 20 feet clear span~~

~~of a mile in length.~~

REGIONAL HEADQUARTERS
JAN 14 1944

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) This agreement is entered into in accordance with the provisions of Section 8 of the Defense Highway Act of 1941 approved November 19, 1941 (Public No. 295 - 77th Congress).

(c) Of the total estimated cost as shown in this agreement not to exceed $447,007.87 is to be used for construction, post construction, and right-of-way that may be acquired by the Highway Department. The remainder of the cost, not exceeding $4,254.13, is to be expended for acquisition by the Federal Government of right-of-way for this project.

(d) It is hereby mutually agreed that construction and post-construction shall be considered as separate units of the project and that each unit may proceed to final completion, inspection, and acceptance independently of the other units, and final payment of Federal funds may be made on each unit after such final completion, inspection and acceptance.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] ______ [redacted] said project shall not in any event exceed the sum of four hundred fifty-one thousand, two hundred sixty-two and 00/100 dollars ($451,262.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] ______

______ [redacted] ______

[redacted] the approved total estimated cost of [redacted] ______ [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to ______

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ______
(Include reference to statute authorizing funds and probable amount annually available)

______

______

______

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of DEC 4 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ________

Chairman, State Highway Commission
(Title of officer)

By T H Banfield
A W Schaupp

Member, State Highway Commission
(Title of officer)

By W H [illegible]

Member, State Highway Commission.
(Title of officer)

By ________

____
(Title of officer)

By ________

____
(Title of officer)

RECOMMENDED FOR APPROVAL:

R H Baldock
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By W.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~[illegible]~~ designated in the records of this Agency as Flight Strip Project No. FS 1(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 451,262.00 as the total estimated cost of said project, and the sum of $ 451,262.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and DEC 1 1943

FEDERAL WORKS ADMINISTRATOR,

By W.J.O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

Form E-1—5M—6-43

FS-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 15, 1944

Section Aurora Flight Strip

Kind of work Grading and Paving

Highway West Portland-Hubbard

Section prefix 24-1027

Contractor Warren Northwest Inc.

Contract number 2607

Date of contract Oct. 20, 1942

Date of completion April 30, 1943

Date work started Dec. 2, 1942

Estimated date of completion , 19

Amount of contract . . . . $ 309,990.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $384,749.07

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $16,849.80, 5.43 %

Date project was completed Nov. 17, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was sent in on Jan. 12th.

Hedda Swart has been sick all week with the Flu.

RECEIVED
JAN 17 1944
OFFICE OF
[illegible] ENGINEER

NOTED
E. M. [illegible]

Signed H. S. Swart by [illegible] Reed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	190,000	66,300			8,500 ton
Estimated quantities moved or placed to date	204,991.8	92,168.5			12,479 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Clear		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday	Showers		

RECEIVED
JAN 17 1944
OFFICE OF
DIVISION ENGINEER
[illegible] No. 2

RECEIVED
DEC 22 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-1

December 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FS-1(1), Aurora Flight Strip, was made by a representative of this office on November 29, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 21 1943
OREGON
STATE HIGHWAY COMMISSION

Ro

RECEIVED
DEC 9 1943
FOR FILING

FS-1

December 8th, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

You are requested to concur in an extension of time for the Warren Northwest Inc. on the Aurora Flight Strip, Contract No. 2607, FS-1, from April 30th, 1943 to November 17th, 1943.

Due to weather and soil conditions it was impractical to grade and prepare this site and obtain a suitable base for the paving before the latter part of July. About three weeks' additional time was required on account of the thickening of the base and pavement and due to the inability of the oil companies to furnish asphalt promptly.

The pavement was completed on October 16th, but the contractors were unable to secure wire for the fence until November 10th.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

cc to: H. G. Smith

RECEIVED
FEB 1 1944
FOR FILING

FS-1

December 4, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Bason's phone call today concerning seeding operations on Oregon FS-1, Aurora Flight Strip.

Attempt has been made to contact Lt. Col. Downes, Liaison Officer, but he is away from town for a few days. His office referred the writer to Captain Davis, S-4, of the Portland Air Base, who was contacted. He advises that it will be satisfactory to proceed with the seeding on the shoulders and in the ditches, but that the paved strip itself should be kept clear. If it is necessary to cross the paved area during the seeding operations, this should not be done until it has been determined that no planes are in sight which may intend to use the flight strip.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

December 1, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

As requested in your letter of November 24, we are making arrangements for the seeding of the shoulders, runway extensions and ditch slopes of the Aurora Flight Strip, Project FS-1 (1), with the understanding that the work is to be paid for from the $9,000 that is set-up for "post construction."

The field engineer has been instructed to notify you when he will be ready to begin operations so that you can make necessary arrangements with the Air Force Officer.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to F. S. Eason
Hedda Swart

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 24, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FS-1(1), the Aurora Flight Strip.

Captain Howard B. Sprague, Air Corps, A.A.F., Liaison Officer, Pacific Division Engineers, has requested the seeding of the gravel stabilized shoulders and runway extensions, also the ditch slopes at the sides of the field.

It is requested that you proceed with the seeding of these areas, using the same type of seed that was used by the contractor in seeding the dirt shoulders. This seeding can be done by hand, using a hand seeder if possible, but if none can be obtained, then by hand broadcasting.

In view of the fact that suitable seeding weather is short, we would suggest that this work be done as soon as possible using State forces. Payment will be made as part of the post construction work.

As this flight strip has now been taken over by the Fourth Air Force, it will be advisable to contact us by phone before starting the work so we may clear it through the local Air Force Officer.

Also, the Liaison Officer has requested that the loose sand left on the runway be swept off. We believe this could be accomplished with a blade broom as the sand is not heavy and is only in spots.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
NOV 26 1943
MISSION

RECEIVED
NOV 10 1943
FOR FILING

FS-1

November 9, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are returning herewith two copies of project agreement for the Aurora Flight Strip, Project No. FS 1 (1), which copies have been signed by the State Highway Commission.

In accord with the request contained in your letter of November 2, 1943, transmitting these papers for execution, we are sending, under separate cover, five blueprint copies of the plan sheet showing typical sections, revised in accordance with the provisions of Price Agreement No. 4.

Also, the price agreement dated September 2, 1943, mentioned in your letter should be correctly assigned number 5.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon FS-1(1), Aurora Flight Strip. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Apparently there are two price agreements number "4", one dated August 24, 1943, and the second dated September 2, 1943, and while these both include items agreed upon due to the fact that one is dated August 24 and the other September 2 and authorize different items, we suggest that the price agreement dated September 2, 1943, be given the number 5. If this is satisfactory, we will change the number here. Attention is called to item No. 11 on the back of the agreement dated August 24, 1943.

The estimate has been revised by adding the $9,000.00 item for post construction and by noting that the $26,000.00 for right of way includes $4,254.13 for right of way by Federal condemnation.

We should have copies of a plan sheet showing typical sections as revised in accordance with Price Agreement No. 4.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
[illegible] 3 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

FS-1

November 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A modification of the agreement for Oregon Flight Strip Project FS-6(1), Rome, in Malheur County, based on your estimate of October 6, 1943, for approximate final construction costs, plus $9,000.00 for post construction expenditures, has been prepared.

This modification will release Federal funds needed to complete the financing of the Aurora Flight Strip, Oregon FS-1(1), as now proposed.

We are forwarding herewith two copies of the proposed modification of agreement for signature and return to this office, together with one copy of the agreement estimate for your files.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
NOV 10 19
FOR FILING

FS-1

November 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A modification of the agreement for Oregon Flight Strip Project FS-3, Boardman, in Morrow County, based on your estimate of October 6, 1943, for approximate final construction costs, plus $9,000.00 for post construction expenditures, has been prepared.

This modification will release Federal funds needed to complete the financing of the Aurora Flight Strip, Oregon FS-1(1), as now proposed.

We are forwarding herewith two copies of the proposed modification of agreement for signature and return to this office, together with one copy of the agreement estimate for your files.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
NOV 12 1943
FOR FILING

FS-1.

October 6, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Aurora Flight Strip Project No. FS 1 (1). The amounts set up for the costs of rights of way and engineering and contingencies are slightly increased above those shown in the estimate previously submitted on September 29, 1943.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. Nash/ER

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1 (1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, October 6, 1943

All Required	Preliminary Engineering		$ 1,400.00
All Required	Lands, Rights of Way, Easements		26,000.00

CONSTRUCTION

Contract No. 2607

All Required		Clearing and Grubbing		$25,000.00
540	cu. yds.	Structural Excavation, Unclassified	$ 1.25	675.00
190,000	cu. yds.	General Excavation, Unclassified	.46	87,400.00
All Required		Finishing and Trimming Earthwork		3,500.00
750	lin. ft.	18" Concrete Pipe	2.50	1,875.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.00	51,000.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	3.50	53,550.00
2,300	gal.	Sprinkling	2.50	5,750.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	30.00	1,980.00
300	tons	Furnishing and Placing Aggregates in Seal Coat	5.00	1,500.00
1,070	rods	Woven Wire Stock Fence	4.00	4,280.00
2	only	Gates in Stock Fence	25.00	50.00
2	only	Cones	100.00	200.00
52	acres	Seeding	40.00	2,080.00
All Required		Preparation of Base		2,500.00
550	cu. yds.	¾" - 0" Materials in Binder Course	4.00	2,200.00
108	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	2,700.00

Price Agreement No. A

25,000	cu. yds.	Extra Subbase Material	1.55	38,750.00
4,000	cu. yds.	1½" - 0" Reject Gravel in Place	1.55	6,200.00
4,000	tons	Extra Class "B" Asphaltic Concrete	6.50	26,000.00

Price Agreement No. 5

7,688	cu. yds.	Stockpiling 1" - 0" Material for Base, Shoulders and Surfacing	$ .25	$ 1,922.00
				$382,862.00

Clearing of Approach and Side Clearance Zones (Contract No. 2623)
(Approximate Final Construction Quantities)

2,800	sq. ft.	Felling Danger Trees	$2.00	$ 5,600.00
2,400	sq. ft.	Felling and Disposing of Danger Trees	2.50	6,000.00
4	only	Topping of Oak Trees	25.00	100.00
				$ 11,700.00

Work To Be Performed by Aurora Telephone Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduits	$ 300.00
	Subtotal	$394,862.00
	Engr. & Cont.	20,000.00
	Total....................	$414,862.00

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,400.00
Lands, Rights of Way, Easements, Etc.	26,000.00
Construction	414,862.00
	$442,262.00

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1 (1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, October 6, 1943

All Required	Preliminary Engineering		$ 1,400.00
All Required	Lands, Rights of Way, Easements		26,000.00

CONSTRUCTION

Contract No. 2607

All Required		Clearing and Grubbing		$25,000.00
540	cu. yds.	Structural Excavation, Unclassified	$ 1.25	675.00
190,000	cu. yds.	General Excavation, Unclassified	.46	87,400.00
All Required		Finishing and Trimming Earthwork		3,500.00
750	lin. ft.	18" Concrete Pipe	2.50	1,875.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.00	51,000.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	3.50	53,550.00
2,300	gal.	Sprinkling	2.50	5,750.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	30.00	1,980.00
300	tons	Furnishing and Placing Aggregates in Seal Coat	5.00	1,500.00
1,070	rods	Woven Wire Stock Fence	4.00	4,280.00
2	only	Gates in Stock Fence	25.00	50.00
2	only	Cones	100.00	200.00
52	acres	Seeding	40.00	2,080.00
All Required		Preparation of Base		2,500.00
550	cu. yds.	¾" - 0" Materials in Binder Course	4.00	2,200.00
108	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	2,700.00

Price Agreement No. A

25,000	cu. yds.	Extra Subbase Material	1.55	38,750.00
4,000	cu. yds.	1½" - 0" Reject Gravel in Place	1.55	6,200.00
4,000	tons	Extra Class "B" Asphaltic Concrete	6.50	26,000.00

Price Agreement No. 5

7,688	cu. yds.	Stockpiling 1" - 0" Material for Base, Shoulders and Surfacing	$ .25	$ 1,922.00
				$382,862.00

Clearing of Approach and Side Clearance Zones (Contract No. 2623)
(Approximate Final Construction Quantities)

2,800	sq. ft.	Felling Danger Trees	$2.00	$ 5,600.00
2,400	sq. ft.	Felling and Disposing of Danger Trees	2.50	6,000.00
4	only	Topping of Oak Trees	25.00	100.00
				$ 11,700.00

Work To Be Performed by Aurora Telephone Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduits	$ 300.00
	Subtotal	$394,862.00
	Engr. & Cont.	20,000.00
	Total.................	$414,862.00

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,400.00
Lands, Rights of Way, Easements, Etc.	26,000.00
Construction	414,862.00
	$442,262.00

RECEIVED
NOV 10 1943
FOR FILING

FS-1

September 29, 1943

Rome
$
-15,000-

Mr. V. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Aurora Flight Strip, Project No. FS 1 (1), in which estimate has been included the costs of additional work being performed under Price Agreements Nos. 4 and 5.

The amount of federal funds requested in this estimate is $437,880.00, which exceeds the P. S. & R. estimate of $382,404.00 in the amount of $55,476.00.

It is our understanding that these additional funds will be provided by utilizing the funds to be released by underruns in the construction costs for Projects Nos. FS 2, 3 and 4.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

See revised estimate.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1 (1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, September 27, 1943

All Required		Preliminary Engineering		$ 1,400.00
All Required		Lands, Rights of Way, Easements		24,000.00

CONSTRUCTION

Contract No. 2607

All Required		Clearing and Grubbing		$ 25,000.00
540	cu. yds.	Structural Excavation, Unclassified	$ 1.25	675.00
190,000	cu. yds.	General Excavation, Unclassified	.46	87,400.00
All Required		Finishing and Trimming Earthwork		3,500.00
750	lin. ft.	18" Concrete Pipe	2.50	1,875.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.00	51,000.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	3.50	53,550.00
2,300	gal.	Sprinkling	2.50	5,750.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	30.00	1,980.00
300	tons	Furnishing and Placing Aggregates in Seal Coat	5.00	1,500.00
1,070	rods	Woven Wire Stock Fence	4.00	4,280.00
2	only	Gates in Stock Fence	25.00	50.00
2	only	Cones	100.00	200.00
52	acres	Seeding	40.00	2,080.00
All Required		Preparation of Base		2,500.00
550	cu. yds.	¾" - 0" Materials in Binder Course	4.00	2,200.00
108	tons	Furnishing and Placing RT-4 Tar in Binder Course	25.00	2,700.00

Price Agreement No. 1

25,000	cu. yds.	Extra Subbase Material	1.55	38,750.00
4,000	cu. yds.	1½" - 0" Reject Gravel in Place	1.55	6,200.00
4,000	tons	Extra Class "B" Asphaltic Concrete	6.50	26,000.00

Price Agreement No. 5

7,686	cu. yds.	Stockpiling 1" - 0" Material for Base, Shoulders and Surfacing	$ .25	$ 1,921.50
				$382,861.90

Clearing of Approach and Side Clearance Zones (Contract No. 2623)
(Approximate Final Construction Quantities)

2,800	sq. ft.	Felling Danger Trees	$ 2.00	$ 5,600.00
2,400	sq. ft.	Felling and Disposing of Danger Trees	2.50	6,000.00
4	only	Topping of Oak Trees	25.00	100.00
				$ 11,700.00

Work To Be Performed by Aurora Telephone Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduits	$ 300.00
	Subtotal	$394,861.90
	Engr. & Cont.	17,618.10
	Total	$412,480.00

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,400.00
Lands, Rights of Way, Easements, Etc.	24,000.00
Construction	412,480.00
	$437,880.00

RECEIVED
SEP 13 1943
FOR FILING

F3-1

OFFICE OF CIVILIAN DEFENSE
NINTH CIVILIAN DEFENSE REGION
NORTHWEST SECTOR
666 STUART BLDG.
SEATTLE 1, WASHINGTON

Sept. 9, 1943

Oregon State Highway Engineer,
Salem, Oregon

Attention: Mr. R. H. Baldock

Subject: TEMPORARY APPROVAL VARIANCE PROCLAMATION NO. 10 As Amended - Brush Burning Operations near Aurora, Oregon

Dear Sir:

Attached is copy of letter received from the Secretary of the Ninth Regional Civilian Defense Board, advising that the temporary approval covering brush burning near Aurora, Oregon has been cancelled inasmuch as these operations no longer require night burning.

Yours very truly,

Chas T Bakeman

C. T. Bakeman,
Assistant Director,
Northwest Sector, OCD

Attachment
cc Ore. State Def. Council
Local Light Control Officer(thru OSDC)
Chairman State Light Committee
Sector Consultant Potter
Commanding General, NWS, WDC.

NOTED
State Highway Engineer

RECEIVED
SEP 13 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to H G Smith.

RECEIVED
SEP 8 1943
FOR FILING

F5-1

September 2, 1943

State Industrial Accident Commission
Building

Attention: L. E. White

Gentlemen:

For your information, we submit herewith copy of a letter from the Warren Northwest, Inc., concerning Accident Commission coverage for employees of the Kuckenburg Construction Co.

This applies to the Aurora Flight Strip Project (our Contract No. 2607), on which project the Warren Northwest, Inc., is the principal contractor and the Kuckenburg Construction Co. is a subcontractor.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

September 1, 1943

P. O. BOX 5072
PORTLAND, OREGON
TABOR 1191

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock
State Highway Engineer

Gentlemen:

In reply to your letter of August 31 regarding compensation insurance on our subcontractor, Kuckenberg Construction Company, we wish to advise that the Kuckenberg Construction Company payroll has been carried by our company on this state project (Contract No. 2607) and monthly remittance has been made by us to the Oregon State Industrial Accident Commission on these payrolls.

Yours very truly,

WARREN NORTHWEST, INC.

J. R. Wininger
President

JRW fej

CC to H. G. Smith
F. T. Young

This information phoned to
L. R. White of the Acc. Comm.
on September 2nd.

RECEIVED
SEP 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

August 31, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

Information comes to us to the effect that the Kuckenburg Construction Company, your subcontractor on the Aurora Flight Strip Project (Contract No. 2607) is not complying with the provision given on page 15 of the contract, which reads as follows:

> "The contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon and shall carry on his work under the provisions of that law."

We are obliged to ask you to have this situation corrected at once. The State insurance should be in effect not later than September 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to E. G. Smith
F. T. Young

SHP:ER

RECEIVED
OCT 6 1943
FOR FILING

FS-1

September 1, 1943

Mr. K. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith for your approval, as to specifications and prices, the price agreement under which additional thicknesses of subbase and wearing surface are to be constructed on the Aurora Flight Strip Project (FS-1), as authorized in your letter of August 23.

Prompt action on this agreement will be appreciated, as we desire to get approved copies into the hands of the contractor and our field engineers as soon as possible.

To release the additional federal funds required for the work to be done under the agreement, we will forward, in a day or two, requests for modifications of project agreements for the flight strips at Boardman, Alkali Lake and Rome.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

P. O. BOX 5072
PORTLAND, OREGON
TABOR 1191

August 31, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert
Office Engineer

Gentlemen:

We are returning, enclosed, six executed copies of price agreement No. 4.

With reference to paragraph No. 11 on the reverse side of this price agreement, we wish to advise that when bidding this job we had estimated handling approximately from four to five thousand cubic yards from stockpiles. On August 17 there was enough fine gravel ahead to start placing 1" - 0" surfacing, we had approximately 4,054 cubic yards of 1" - 0" surfacing material in stockpile at this time. However, due to changes, effected by price agreement No. 4, it was necessary for us to continue placing surfacing material into stockpile. We, therefore, feel that any material put into stockpile after the date of August 17 should be paid for by the state in a separate agreement, at a rate of 25¢ per cubic yard -- price verbally agreed upon, this being our costs for stockpiling and reloading from stockpile, as of August 28 we have approximately 10,194 cubic yards of 1" - 0" surfacing in stockpile.

At the present time, we are stockpiling the additional materials required for the additional 4,000 tons of asphaltic concrete paving required under price agreement No. 4. It is our hope that when we again start crushing 1" - 0" surfacing materials, they can be hauled direct to the flight strip. However, should the present operation of placing subbase material cause delay in placing the surfacing materials, the balance of 15,000 yards surfacing material will also be placed in stockpile.

Yours very truly,

WARREN NORTHWEST, INC.

J R Wininger

J. R. Wininger
President

JRW fej
Copy to Mr. A. J. Horton

August 30, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Attention: J. R. [illegible]

Gentlemen:

The price agreement for additional work on the Aurora Flight Strip Project, which was sent to you with our letter of August 25, has been revised in accordance with our subsequent telephone conversation, and is being resubmitted to you herewith.

Please execute and return for further handling six of the seven copies enclosed. One of the carbon copies may be retained for your files.

A completely executed copy will be returned to you as soon as required approvals can be obtained.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECD AUG 26 1943

August 25, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Attention: J. R. Wininger

Gentlemen:

We submit herewith a price agreement prepared to cover the additional work proposed to be done on the Aurora Flight Strip Project.

We believe this agreement to be in accord with the oral understandings we have had, except possibly with respect to quantities. The fact that the quantities of subbase gravel required to construct the original 8-inch subbase has so greatly underrun the contract quantity of subbase materials, has made possible a reduction of approximately 12,000 yards in our estimate of the quantities required to provide the extra five inches of subbase that is desired.

If this agreement meets with your approval, please execute and return to us the original and four carbon copies. The fifth carbon copy may be retained for your information pending receipt of a fully executed copy.

The agreement will have to be approved by the PRA and signed by the State Highway Engineer before it will be binding. You are authorized to proceed with the work in the meantime, however, with the understanding that the agreement as drawn will be so approved and signed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

This letter returned by Wininger after telephone conversation requesting changes in specifications. See our letter of August 30.
SHP

SHP:ER

cc to F. D. Eason

Encl.

Form A-10[illegible]—4M—7-41

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Aurora Flight Strip
Date: August 24, 1943
Highway: -
Contract No. 2607
County: Marion
Prefix: 24-1027
Contractor: Warren Northwest, Inc.
F. A. Project No. FS-1
Address: Portland, Oregon
Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Furnish and place subbase and paving materials in excess of those called for by the contract, as follows:

1. Additional gravel for subbase, as required to complete the subbase to a full 13" thickness.
2. 1½" - 0" gravel reject materials from Barlow Pit to be used in filling and smoothing the subbase course, if and as required.
3. Additional quantities of Class "B" Asphaltic Concrete, as required to complete the pavement to a full 3" thickness.

Locations by station numbers: Entire project

Names of pay items, estimated quantities and agreed prices:

Extra Subbase Material	12,000 cu. yds. at $1.55	$ 18,600
1½" - 0" Reject Gravel in Place	3,000 cu. yds. at 1.55	4,650
Extra Class "B" Asphaltic Concrete	4,000 tons at 6.50	26,000
		$ 49,250

This agreement returned by contractor for revision

See revised agreement transmitted to contractor on Aug. 30

Specifications, basis of measurement and other provisions:

(See provisions stated on the back hereof)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

Total Original Authorizations . . . . . . $ 347,039.00
Total Authorizations to Date . . . . . . $ 347,039.00
Additional Authorization Requested . . . $ 49,250.00

Submitted by: .... Resident Engineer

Signed: .... Contractor

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction—Bridge—Engineer

Approved: .... State Highway Engineer

STATE PRINTING DEPT.

RECEIVED
SEP 1 1943
FOR FILING

F-1

August 31, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

Information comes to us to the effect that the Kuckenburg Construction Company, your subcontractor on the Aurora Flight Strip Project (Contract No. 2607) is not complying with the provision given on page 15 of the contract, which reads as follows:

> "The contractor shall accept the terms of the Workman's Compensation Act of the State of Oregon and shall carry on his work under the provisions of that law."

We are obliged to ask you to have this situation corrected at once. The State insurance should be in effect not later than September 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
F. T. Young

RECEIVED
OCT 6 1943
FOR FILING

F.S.-1

August 25, 1943

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Attention: J. R. Wininger

Gentlemen:

We submit herewith a price agreement prepared to cover the additional work proposed to be done on the Aurora Flight Strip Project.

We believe this agreement to be in accord with the oral understandings we have had, except possibly with respect to quantities. The fact that the quantities of subbase gravel required to construct the original 8-inch subbase has so greatly underrun the contract quantity of subbase materials, has made possible a reduction of approximately 12,000 yards in our estimate of the quantities required to provide the extra five inches of subbase that is desired.

If this agreement meets with your approval, please execute and return to us the original and four carbon copies. The fifth carbon copy may be retained for your information pending receipt of a fully executed copy.

The agreement will have to be approved by the PRA and signed by the State Highway Engineer before it will be binding. You are authorized to proceed with the work in the meantime, however, with the understanding that the agreement as drawn will be so approved and signed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc to F. D. Mason

Encl.

RECEIVED
AUG 25 1943
~~FOR FILING~~
FS-1

August 24, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

As requested in your letter of August 21, 1943, we are sending you this date, under separate cover, two complete sets of plans and specifications for each of the two contracts on Oregon Project FS-1, Aurora Flight Strip.

We understand that these plans and specifications are for Major R. L. Downes, Air Corps, A. A. F. Liaison Officer.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'M:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have a request from Major M. K. Downes, Air Corps, A.A.F. Liaison Officer, for two complete sets of plans and specifications covering Oregon FS-1, Aurora Flight Strip.

Will you please furnish us with two prints of the plans and two copies of the specifications for each contract on this project for our transmittal to Major Downes.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1943
STATE HIGHWAY COMMISSION

M.c W

COPY

FS-/

Eugene, Oregon
August 10, 1943.

Mr. William L. Dickson
Attorney at law
Corbett Building
Portland, Oregon.

Dear Mr. Dickson:

Re: Wm. Jeskey-Aurora Flight Easement

At the time the above owner signed our flight strip easement I had with me the contractors specifications which outlined the duties of the successful bidder and allowed Mr. Jeskey to read the same. Under the provisions of said specifications the contractor was obliged to fell certain trees, limb others and top a certain few. The branches were to be piled in windrows so that the owner of land could pasture cattle within the area when the timber cutting project was completed. This operation was not carried out by the contractor and with the understanding that the said owner would relieve us and the contractor of this obligation I allowed the owner an additional sum of three hundred and fifty ($350) dollars. The owner was to have the use of all timber felled within his land and to the best of my knowledge he had already sold and removed some of the timber at the time I made this supplemental agreement.

The above agreement has absolutely no bearing upon the use of timber cut from the flight strip area. That land was sold to the government and the timber sold to the contractor. The sole purpose of my offer was to give him this additional amount for the work entailed in piling his own timber which was strewn upon his own farm. The entire offer, however, was predicated upon the understanding that, if Jeskey accepted this offer he would in turn also accept the final offer made by Mr. Benson for the land required for the flight strip area. In other woeds, accept the amount we had on deposit with the Federal Court and withdraw from the suit and give us the desired deed to the land.

I trust this information will clear any misunderstandings since it is the arrangement as presented to Mr. Jeskey when the supplemental amount was suggested.

Yours very truly

J. M. Devers

BY /s/ William H. Witt
Right of Way Agent

NOTED
State Highway Engineer

RECEIVED
AUG 12 1943
OREGON
STATE HIGHWAY COMMISSION

July 28, 1943

Mr. F. W. Griffith, Executive Secretary
Allied Heavy Construction and Highway Crafts
403 Labor Temple
Portland, Oregon

Dear Mr. Griffith:

Reference is made to your letter of July 24, relative to work being performed by the Kuckenberg Construction Company as subcontractor under State Highway Commission contracts, asking that I give my approval to that company's operating under the terms of the O.P.M. labor agreement.

It is my understanding that the provisions of the O.P.M. labor agreement are in conflict, in some respects, with the President's Executive Order No. 9240 and with some of the provisions of Oregon's state labor laws. Any approval that I might give would, therefore, have to be conditioned on the contractor's conforming, also, with the provisions of the executive order and the State laws and with all federal and state labor regulations.

If my approval in this matter is necessary, I would appreciate your advising me more fully and providing me with a copy of the O.P.M. labor agreement. I will be glad to cooperate if I can.

Am enclosing a copy of my letter to the Kuckenberg Company and a copy of a letter stating the position of the Highway Commission in regard to payment for overtime on state highway contracts.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

Encl.

Allied Heavy Construction and Highway Crafts
Affiliated with the American Federation of Labor

C. W. Williams
President
Marvin C. Mayo
Vice-President

403 LABOR TEMPLE
PORTLAND, OREGON
ATwater 0171

F. W. Griffith
Executive Secretary
E. F. Harland
Field Representative

July 24, 1943

Mr. R. H. Baldock, Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

We have just held a conference with the Kuckenberg Construction Company regarding the contracts now being performed by them and which are being supervised by your department.

Mr. Henry Kuckenberg has agreed to ask for your assistance in having the labor provisions of the wage stabilization agreement between the several government agencies and the Building Trades Department of the American Federation of Labor put into effect on his work. The provisions of the O. P. M. agreement are agreeable both to the contractor (Kuckenberg Construction Company) and the union and we request that you give your approval to the performance of his contracts under the terms of the O. P. M. agreement and give us what assistance you are able to render.

Very truly yours,

F. W. Griffith
F. W. Griffith
Executive Secretary

FWG:aej

REFERRED TO
[illegible]
By Chief Engineer
[illegible]

RECEIVED
JUL 26 1943
STATE HIGHWAY COMMISSION

July 28, 1943

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland, Oregon

Gentlemen:

I refer to your letter of July 24, in which you request authority to carry on your work on the Aurora Flight Strip Project "under the O.P.M. labor agreement in lieu of Executive Order No. 9240."

I am not fully acquainted with the provisions of the O.P.M. labor agreement, but from the statements made in your letter I infer that the agreement is in conflict with the Executive Order and with Oregon's state labor laws. I, therefore, feel that it would be beyond my power as State Highway Engineer to grant you the authority requested.

The position of the Highway Commission with reference to payment for overtime by contractors is stated in the enclosed letter.

If you feel that the matter should have some further consideration by me, please let me know.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

Encl.

KUCKENBERG CONSTRUCTION CO.
GENERAL CONTRACTORS
11104 NORTHEAST HOLMAN STREET
Bus. Phone:
TRinity 0407
PORTLAND, OREGON

July 24, 1943.

Mr. R.H.Baldock, State Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to Contract on Aurora Flight Strip, West Portland-Hubbard, Marion County, we herewith request that this Contract be operated under the O.P.M. labor agreement in lieu of Executive Order #9240.

The reason we are asking for this change is that we have found a great deal of dissatisfaction among our employees, as practically 90% of the work in this territory is being carried on under the O.P.M. labor agreement, which is time and a half for any work performed over eight hours in any one day and Saturday and Sunday work. We feel that if this change is granted that there will be more co-operation between labor and employer.

Kindly advise us by return mail if this request is or can be granted.

Very truly yours,

KUCKENBERG CONSTRUCTION COMPANY

J. Henry Kuckenberg

HAK:gml
Henry Kuckenberg Partner

RECEIVED
JUL 26 1943
OREGON
STATE HIGHWAY COMMISSION

FS-1

May 19, 1943

Mr. Ralph Johnson
c/o Portland General Electric Co.
Salem, Oregon

Dear Sir:

In accordance with your instructions, we are sending herewith, in triplicate, a letter addressed to the Ninth Regional Civilian Defense Board, 1355 Market St., San Francisco, California, applying for authority to carry on burning operations incidental to the construction of an emergency aircraft landing field near Aurora.

It is our understanding that you will attend to the forwarding of this letter to the Board through proper channels.

We appreciate very much the courteous and efficient manner in which you have cooperated with us in this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

Encl.

May 19, 1943

Ninth Regional Civilian Defense Board
1355 Market Street
San Francisco, California

Gentlemen:

As an essential part of the war effort, this Commission is supervising, and has awarded contracts for, the construction of an emergency aircraft landing field for the U. S. Army. This field is located about 1.5 miles northwest of the town of Aurora, Oregon, is approximately one mile in length by 500 feet in width, and involves the expenditure of $380,000 of federal money.

In connection with the clearing of the area which this field is to occupy, it is necessary to burn large quantities of stumps, tree tops, limbs, roots and brush. The burning will necessarily extend over a period of about one month, and the fires cannot practicably be extinguished at night to prevent fire flow. It is our understanding that this burning is in conflict with dim-out regulations in effect in this area, and that it can be done only if authorized by your Board.

Construction of the landing field cannot proceed unless, and until, the materials referred to can be burned or otherwise disposed of. To accomplish the disposal by any means other than burning would entail extra expense of several thousands of dollars, would require additional financial authorization by the interested federal agencies, and, most important of all, would enforce a delay of several weeks in the completion of the field.

The Highway Commission is strongly of the opinion that the situation is one which warrants a variance from the applicable dim-out regulations, and it is the understanding of the Commission that your Board has the authority to permit or order such variance. The Commission, therefore, requests that your Board do take such action as is necessary to make possible the performance of this burning work in a practicable manner, thereby enabling the expeditious construction of an urgently needed defense facility.

We can assure you that the work will be conducted so as to reduce to a minimum the amount of burning to be done and the amount of glow to be given off during hours of darkness. All timber suitable for cordwood will be made into cordwood to avoid the need of burning. Materials to be burned will be burned in small piles. Fires will be allowed to burn low during the night. Bulldozers will be at hand to be used in putting the fires out and in covering them in the event a "black-out" becomes necessary.

A temporary permit for the burning has been issued by the State Forester, which permit is, of course, understood to be subject to the action taken by your Board.

Early action in the matter is much needed and will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to Bryan Conley
Marion County Defense Coordinator
Salem, Oregon

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE

DOMESTIC		FOREIGN	
FULL RATE		FULL RATE	
DAY LETTER		CDE RATE	

Postal Telegraph

CHARGE ACCOUNT NUMBER

CASH NO.

TOLLS

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(28)

Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

RB13 (SIX) 58 GOVT LG 1 EXTRA VANCOUVERBKS WASHN 17 1943 NFT.
R H BALDOCK= STATE HIGHWAY ENGR (SALEM ORE)= 1943 MAY 17 PM 12 33

CO 5054 THE CONDITIONS UNDER WHICH NIGHT FIRES WILL BE PERMITTED AS A VARIANCE UNDER PROCLAMATON NUMBER TWELVE HAVE BEEN FURNISHED THE STATE FORESTER STOP IF NOT APPLICABLE TO DESIRED BURNING OPERATIONS A VARIANCE MUST BE FIRST OBTAINED STOP YOUR WIRE HAS BEEN REFERRED TO NINTH REGIONAL CIVILIAN DEFENSE BOARD FOR APPROPRIATE ACTION UNDERPROCLAMATION NUMBER TWELVE=

DEWITT C G WDC AND 4 A PRESOFSANFRANCISCO 1203P=

[illegible] 4281

5054 CG WDC AND 4 A..

5 copies

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities

(28)

COPY

Aurora Flight Strip

RB 13 (SIX) 58 GOVT LG 1 EXTRA VANCOUVERBKS WASHN 17 1943 NFT.

R H BALDOCK - STATE HIGHWAY ENGR (SALEM ORE) - 1943 MAY 17 PM 12 33

CO 5054 THE CONDITIONS UNDER WHICH NIGHT FIRES WILL BE PERMITTED AS A VARIANCE UNDER PROCLAMATION NUMBER TWELVE HAVE BEEN FURNISHED THE STATE FORESTER STOP IF NOT APPLICABLE TO DESIRED BURNING OPERATIONS A VARIANCE MUST BE FIRST OBTAINED STOP YOUR WIRE HAS BEEN REFERRED TO NINTH REGIONAL CIVILIAN DEFENSE BOARD FOR APPROPRIATE ACTION UNDER PROCLAMATION NUMBER TWELVE -

DEWITT C G WDC AND 4 A PRESOFSANFRANCISCO 1203P -

5054 CG WDC AND 4 A.

COPY

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
MAY 15, 1943

COLONEL HANSEN
G 3 WESTERN DEFENSE COMMAND
PRESIDIO
SAN FRANCISCO, CALIFORNIA

STATE FORESTER N. S. ROGERS ADVISES HE MUST STOP BURNING OPERATIONS IN CONNECTION WITH CLEARING FOR FLIGHT STRIP AT AURORA ACCOUNT OF GLOW AT NIGHT UNLESS AUTHORIZED BY YOU. BURNING WILL EXTEND OVER PERIOD ONE MONTH AND MUST BE DONE TO PERMIT CONSTRUCTION OF FLIGHT STRIP. AMOUNT OF BURNING WILL BE HELD TO MINIMUM BY SALVAGING ALL MATERIALS SUITABLE FOR CORD WOOD. IMMEDIATE ACTION NECESSARY. PLEASE WIRE BOTH ROGERS AND MYSELF. FLIGHT STRIP IS BEING CONSTRUCTED FOR ARMY AND THIS REQUEST HAS APPROVAL OF PUBLIC ROADS ADMINISTRATION.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILE

FS-1

March 31, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith two revised copies of Contractors Anticipated Projects Schedule on the Aurora Flight Strip Project No. Oregon FS-1.

Due to the extremely wet weather and mud it has been impossible for the contractor to start grading operations on this project with the result that completion of the project is not anticipated until July 31st, 1943.

The contractors have a large quantity of suitable equipment and they have assured us that every effort will be made to rush the project through to completion at the earliest possible date as soon as the weather will permit.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

H

RECEIVED
MAR 25 1943

FS-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 24, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Apparently we have not received an answer to our February 5 letter asking that the contractor on Oregon FS-1, Aurora Flight Strip, submit a revised schedule of operations.

Will you kindly give this matter your prompt attention.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
H G Smith
By Chief Eng Asst

Please prepare
reply for me.

RECEIVED
MAR 25 1943
OREGON
STATE HIGHWAY COMMISSION

---

slashings and stumps for burning. This work is contingent upon the ground being stable enough to hold up the equipment.

It is our intention now and always has been to carry out the work on this project as fast as weather will permit.

Yours very truly,

WARREN NORTHWEST INC.

J R Wininger

J. R. Wininger
President

JRW..bg
CC- D. Eason
H. Swart
H. [illegible]

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

P. O. BOX 5072
PORTLAND, OREGON
TABOR 1191

March 9
1943

Mr. H. G. Smith, Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Smith:

In reply to your letter of March 6th, 1943, regarding progress on the Aurora Flight Strip project. We wish to advise that although we have had three weeks of good weather we have not been able to get trucks onto the ground to haul out the marketable timber in accordance with the contract and it is necessary for us to remove this timber before we can start grubbing and burning as it will be necessary for us to shoot approximately 80% of the stumps.

We tried to haul out some of the cut wood last week and after loading about a cord and a half on a truck the truck sank down to its axles. We are trying it again today and as the ground looks somewhat drier at this time we hope we have more success. It is our present plan to follow the removal of this wood with a powder crew shooting the stumps and a clearing tractor to pile up the slashings and stumps for burning. This work is contingent upon the ground being stable enough to hold up the equipment.

It is our intention now and always has been to carry out the work on this project as fast as weather will permit.

Yours very truly,

WARREN NORTHWEST INC.

J. R. Wininger
President

JRW..bg
CC- D. Eason
H. Swart
H. [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FS-1, the Aurora Flight Strip.

We understand the contractor has eight or ten men cutting cord wood on this project, but no other signs of activity are in evidence. Since the contract time limit is April 30 and the work performed at this time is less than 1 percent, we suggest that the contractor be requested to start additional operations at once as the time remaining is becoming short.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAR 8 - 1943

Copy sent to Probert + H. G. Smith

H G Smith

B: See — prepare reply.

RECEIVED
MAR 2 [illegible]
FOR FILING

FS-1

March 18, 1943.

Albina Fuel Co.,
3246 N. E. Broadway,
Portland, Ore.

Gentlemen:

Confirming my conversation of this date with your Mr. C. L. Arntson, you may consider this letter your authority to use the right of way on the West Portland-Hubbard Highway for storage of timber or logs in connection with the clearing of the Aurora Flight Strip.

This permission to use the right of way for the storage of logs until such time as they can be hauled away, is given only with the understanding that the logs will not be dragged upon or across the pavement, and that the right of way will be cleaned up and left in as good condition as it was at the time the logs were placed thereon.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

H

CC to
H. G. Smith
F. D. Mason
Hedda Swart
Warren Northwest, Inc.

FS-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FS-1, Aurora Flight Strip, covering clearing on approach and side clearance zones, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld until all right of way has been secured.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAR [illegible] - 1943
STATE HIGHWAY COMMISSION

RECEIVED
MAR [illegible]
FOR F[illegible]

FS-1

March 5, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Subject: -
Aurora Flight Strip
Zone Clearing
Federal Aid Project
No. Oregon FS-1(1)

Dear Sir:

Please find enclosed herewith one original and six copies of our Application No. 35, for a highway project preference rating to be used in securing repair parts necessary in the construction of the above named project.

Very truly yours,

C. B. McCullough,
Asst. Chief Engineer.

H

RECEIVED
NOV 12 1943
FOR FILING

FS-1

March 3, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the Aurora Flight Strip, Project No. FS 1 (1).

Six bid proposals and six sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/RR

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1 (1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate to accompany plans and specifications for clearing approach and side clearance zones. Not as basis for project agreement.)

Salem, Oregon, March 3, 1943

All Required	Preliminary Engineering	$ 1,500.00
All Required	Lands, Rights of Way, Easements	$ 26,000.00

CONSTRUCTION

Contract No. 2607

All Required		Clearing and Grubbing		$ 25,000.00
540	cu. yds.	Structural Excavation, Unclassified	1.25	675.00
190,000	cu. yds.	General Excavation, Unclassified	.46	87,400.00
All Required		Finishing and Trimming Earthwork		3,500.00
750	lin. ft.	18" Concrete Pipe	2.50	1,875.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.00	51,000.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	3.50	53,550.00
2,300	M-gals.	Sprinkling	2.50	5,750.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furn. and Placing Emulsified Asphalt in Seal Coat	30.00	1,980.00
300	tons	Furn. and Placing Aggregates in Seal Coat	5.00	1,500.00
1,070	rods	Woven Wire Stock Fence	4.00	4,280.00
2	only	Gates in Stock Fence	25.00	50.00
2	only	Wind Cones	100.00	200.00
52	acres	Seeding	40.00	2,080.00
All Required		Preparation of Base for Binder Course		2,500.00
550	cu. yds.	½" - 0" Materials in Binder Course	4.00	2,200.00
108	tons	Furn. and Placing RT-4 Tar in Binder Course	25.00	2,700.00
				$309,990.00

Clearing of Approach and Side Clearance Zones (Estimated Prices)

1,500	sq. ft.	Felling Danger Trees	$ 2.50	$ 3,750.00
1,100	sq. ft.	Felling and Disposing of Danger Trees	3.00	3,300.00
4	only	Topping of Oak Trees	25.00	100.00
				$ 7,150.00

Work To Be Performed by Aurora Telephone Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduits	$ 2,500.00

Work To Be Performed by Portland General Electric Company

All Required	Remove Existing Facilities and Place Lines in Underground Conduit	$ 3,000.00

out.

Subtotal	$322,640.00
10% Engr. & Cont.	32,264.00
Total	$354,904.00

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,900.00
Lands, Rights of Way, Easements, Etc.	26,000.00
Construction	354,904.00
	$382,404.00

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NOV 12 1943
FOR FILING

FS-1

AURORA FLIGHT STRIP PROJECT

PROJECT NO. FS 1 (1)

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within fifteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probart
Office Engineer

March 3, 1943

FORM 5-1 [illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN
PORTLAND

HURON W. CLOUGH, MEMBER
CANYONVILLE

HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
FOR FIL

FS-1

February 9, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. Parry Rose,
Division Manager,
Molalla Division,
Portland General Electric Company,
Aurora, Oregon.

Dear Sir:

Your letter under date of February third addressed to the Oregon State Highway Department relative to the relocation of some of your facilities involved in the Aurora Flight Strip Project was discussed by members of the Commission and its staff and was then handed to me for reply.

The project is one which is being constructed for the Federal Government and it is my opinion that the Highway Commission is without authority to grant a permit for the installation of a power line or other utility beneath the surface of the area to be occupied or used for flight strip purposes. Any permit that the Highway Commission might grant would necessarily be subject to the approval of the United States Government.

There is another angle about this matter and that has to do with the approval which you ask to the expenditure of the sum of $2557.40. This again must be submitted to the United States Government for the State Highway Commission is acting at most as an agent of the Government in the procurement of right of way and in the improvement of the flight strip.

Mr. Bernard Ramsey is Counsel for the Government in connection with this matter and has his office at 525 Corbett Building, Portland, Oregon. I would suggest that you contact him and he may be in a position to answer these questions or if not he may be able to put you in touch with the party who can.

I am sending Mr. Ramsey a copy of this letter so that should you call on him he will be familiar with what I have said to you.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Bernard Ramsey
R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
FEB 3 1943
FOR FILING

FS-1

February 2, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 30, 1943, we are enclosing herewith four copies of the contractor's anticipated progress schedule for work on the Aurora Flight Strip, Project No. FS 1 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

January 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

It will be appreciated if you will furnish this office at your early convenience with four copies of the contractor's progress schedule, showing the over-all anticipated percentage of completion for Oregon FS-1, Aurora Flight Strip, as of the first and fifteenth of each month. These should be submitted in accordance with Restricted Memorandum No. 8, Section III, sub-heading "Specifications", page 14, which requires that this schedule be furnished by the contractor and submitted to Washington by this office at the time the contract is awarded.

Copies of Restricted Memorandum No. 8 have been furnished you on August 4, 1942.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Original sent to
Mr. Baldock

FORM E-90 30M 12-41
RECEIVED
NOV 12 1943
FOR FILING

FS-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1943

Subject: R 3213A

To: Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Reference is made to the matter of fencing on the Aurora Ehlen property at the south end of the Aurora flight strip.

In connection therewith Mr. H. G. Benson has submitted a report to this office reading as follows:

> "In the making of this settlement it was my misunderstanding that the fencing on this flight strip was to be done by the contractor and I expected this particular fence moved in that manner and under my misunderstanding I did not make a cash allowance to Mrs. Ehlen to compensate her for the cost of moving this fence. Since then I found that the contractor was to build the fence around the flight strip itself but the fencing around the outside of the county road to be built was not covered by the contract. I have asked the Construction Department to devise some ways and means of doing this, as Mrs. Ehlen has no way to do it. It would be a proper right of way charge, the amount to be included in our claim for reimbursement from the Federal Government."

It is our understanding that you have desired an explanation of the circumstances in connection with the securing of reimbursement for the fencing work from the Federal Government.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. J. W. Nash

RECEIVED
DEC 1
FOR FILING

REFERRED TO
By Asst. Chief Engineer

FS-1

NOTED
State Highway Engineer

December 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention: Mr. J. M. Devers

Dear Sir:

Reference is made to right-of-way for the Aurora Flight Strip, Oregon FS-1.

We are in receipt of a request from our Washington office for copies of appraisals made by your Department covering the seven parcels on which condemnation action has been taken by Mr. Ramsey, Special Attorney, Land Division, Department of Justice.

In response to a telephone request from this office, Mr. A. B. Kneass of your department submitted three copies of the appraisals of these parcels made by Mr. Benson. These were discussed with Mr. Leavy of Mr. Ramsey's department, and he advises it will be necessary to have an appraisal for each parcel involved. The appraisals sent here show two parcels owned by E. J. and Bertha Bess Brown under an appraisal and also the two parcels owned by Mildred Steinhoff. It is requested that Mr. Benson change his appraisals so that each parcel is covered. It will be necessary that this office be furnished with six copies of each appraisal.

We are also in receipt of an inter-office memorandum from Mr. Boykin, stating that it is necessary to have two independent appraisals of each of the parcels and would appreciate it if you will have one of your right-of-way agents make such an appraisal of each of the seven parcels under condemnation and submit six copies to us.

As we must deposit the estimated fair value of the property to be taken within sixty days of the date of first filing, will you please have these appraisals submitted as early as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 15 1942
FOR FILING

FS-1

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

(38)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH57 41=PORTLAND ORG 3 1034A

R H BALDOCK=
STATE HIGHWAY DEPT

NOTED
State Highway Engineer

DEC 3 AM 10 44

RETEL PRELIMINARY WORK OF REMOVING FENCES PRIOR TO CLEARING OPERATION STARTED DECEMBER FIRST. TRACTORS AND OTHER EQUIPMENT FOR CLEARING OPERATION WILL ARRIVE ON JOB LATE TONIGHT OR TOMORROW MORNING. UNUSUALLY SEVERE WEATHER OF PAST THREE WEEKS HAS DELAYED STARTING THIS OPERATION=

WARREN NORTHWEST INC.

RECEIVED
DEC 15 1942
FOR FILING

Noted by
Probert & Eason
12/3/42

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF
WESTERN UNION TELEGRAM

SALEM ORE DEC 2 1942

J R [illegible], PRESIDENT
WARREN NORTHWEST, INC.
N. E. 102D & WARREN ROAD PORTLAND ORE

IMPERATIVE THAT WORK ON AURORA FLIGHT STRIP GET FULLY UNDERWAY AT ONCE.

ADVISE YOUR PLANS.

R H BALDOCK

RECEIVED
FOR FILE

FS-1

November 6, 1942

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2607 awarded to you on October 29, 1942 for grading and paving on the Aurora Flight Strip Section of the West Portland-Hubbard Highway, in Marion County.

This copy is for your records and files.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
[illegible]
[illegible]

FS-1

October 31, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to confirm previous oral statements to the effect that we have signed options for the below-listed tracts, all of which are being acquired for the Aurora Flight Strip Project, Project FS-1 (1):

Lewis Ehlen tract
Stralford tract
William F. Keil tract
E. J. Keil tract
D. A. Keil tract

These are the tracts referred to in your telegram dated October 21, 1942, authorizing their purchase.

The options give us the right to enter upon the properties affected, for construction purposes, immediately and without further action.

The making of payments and transferring of titles will be proceeded with at once.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FOR [illegible]

ES-1

October 30, 1942

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2607 which was awarded to you on October 29, 1942 by the State Highway Commission covering grading and paving on the Aurora Flight Strip Section of the West Portland-Hubbard Highway, in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations etcetera.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
DEC 10 1942
FOR FILING

FS-1

AGENDA
NOV 5 1942

1b

October 29, 1942

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the Flight Strip Project at Aurora, in Marion County. This award was based on your low bid of $309,998.00, on the basis of using tar, submitted on October 1, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - S. H. Probert
G. S. Paxson

Set confirmed

M

SERVICE DESIRED			
MESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION·TELEGRAM

SALEM OREGON OCTOBER 29 1942

WARREN NORTHWEST, INC.
P. O. BOX 5072
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF FLIGHT STRIP PROJECT AT AURORA, MARION COUNTY, BASED ON YOUR LOW BID SUBMITTED OCTOBER 1, 1942, ON BASIS OF USING TAR. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

FS-1

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

(35).

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R34 22/20 GOVT DL=NX PORTLAND ORE 29 310P

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

1942 OCT 29 PM 3 37

=REURTEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON PROJECT FS-1(1) AURORA FLIGHT STRIP TO WARREN NORTHWEST INCORPORATED=

=LYNCH.

FS-1(1).

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
OCTOBER 29, 1942

RECEIVED
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR PROJECT FS-1 (1) TO WARREN NORTHWEST INCORPORATED. RIGHTS OF WAY AGREED TO BE ACQUIRED BY STATE HAVE BEEN ACQUIRED

R. H. BALDOCK

FS-1

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM, OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 18

Postal Telegraph

(58)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R58 51/49GOVT NL=PORTLAND ORE OCT 21 1942 623P

R.H. BLADOCK=
=STATE HIGHWAY ENGINEER (SALEM ORE)=

1942 OCT 21 PM 8 02

REFERENCE RIGHT OF WAY AURORA OREGON FS-1 YOU ARE AUTHORIZED TO EXERCISE OPTIONS FOR LEWIS EHLEN AND STRALFORD TRACTS AND TO BUY WILLIAM F H J AND D A KEIL TRACTS AT $100 PR ACRE. FEDERAL CONDEMNATION BEING INITIATED ON BROWN KNORRSTEINHOFF JEE AND LEWIS E KEIL TRACTS= 58

=LYNCH.

FS-1 F H J D A $100.

RECEIVED
NOV 19 1942
FOR FILING

FS-1

September 17, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of special provision page number 21 for the Aurora Flight Strip Project No. FS 1 (1), which page contains a revised specification for the grade of Douglas Fir to be used for the wood posts of the wind cones.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-1 (1)

September 15, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FS-1 (1), the Aurora Flight Strip in Marion County, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-1

September 15, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the item of 150 M.F.B.M. of lumber listed under critical materials in Preference Rating Application No. 29 for Oregon Flight Strip Project FS-1 near Aurora. The application was submitted with your letter of September 12.

This lumber is indicated as necessary for the construction of bunkers, temporary buildings and forms. Apparently some 200 or 300 F.B.M. will also be required for the wind cones and fence stay braces. It is our understanding that No. 1 Common grade will be suitable for such purposes.

Please advise at once if this is not the case.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Wind Cones (2) LEF 0.56 M-FBM (Select Struct. Fir Posts)
Fc. Braces (2) 0.19 M-FBM (No. 1 Fir Dimension)
Total = 0.75 M-FBM

Answered by telephone
Sept. 16th
SW

RECEIVED
NOV 12 1943
FOR FILING

FS-1

September 12, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, for the Aurora Flight Strip Project No. FS-1 (1).

Six bid proposals and six sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1(1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 12, 1942

All Required		Preliminary Engineering		$ 11,000.00
All Required		Lands, Rights of Way, Easements		$ [illegible]

CONSTRUCTION

All Required		Clearing and Grubbing		$ 18,000.00
540	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,080.00
190,000	cu. yds.	General Excavation, Unclassified	.50	95,000.00
All Required		Finishing and Trimming Earthwork		3,000.00
750	lin. ft.	18" Concrete Pipe	3.00	2,250.00
51,000	cu. yds.	3" - 0" Material in Subbase	1.30	66,300.00
15,300	cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	2.00	30,600.00
2,300	M-gals.	Sprinkling	2.00	4,600.00
8,500	tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66	tons	Furn. and Placing Emulsified Asphalt in Seal Coat	35.00	2,310.00
300	tons	Furn. and Placing Aggregates in Seal Coat	4.00	1,200.00
1,070	rods	Woven Wire Stock Fence	2.50	2,675.00
2	only	Gates in Stock Fence	30.00	60.00
2	only	Wind Cones	100.00	200.00
52	acres	Seeding	25.00	1,300.00
All Required		Preparation of Base for Binder Course		1,500.00
550	cu. yds.	½" - 0" Material in Binder Course	4.00	2,200.00
90	tons	Furn. and Placing RC-3 Asphalt in Binder Course	35.00	3,150.00
108	tons	Furn. and Placing RT-4 Tar in Binder Course	30.00	(Alternate)
				$ 299,175.00

Work to be Performed by Aurora Telephone Co.

All Required	Remove Existing Facilities and Place Lines in Underground Conduit	$ 2,500.00

Oregon Flight Strip
Project No. FS [illegible]

Work to be Performed by Portland General Electric Co.

All Required	Remove Existing Facilities and Place Lines in Underground Conduit	$ 1,000.00
	Subtotal	$ 304,675.00
	10% Engr. & Cont.	30,467.50
	Total	$ 335,142.50

(Estimate to accompany plans and specifications. Not as basis for project agreement.) Length 1.531 miles

Salem, Oregon, September 12, 1945

Federal Flight Strip Funds Requested:

	Preliminary Engineering	$ 1,500.00
	Lands, Rights of Way, Easements	26,000.00
	Construction	335,142.50
		$ 362,642.50

14850,00
377142,50

All Required	Clearing and Grubbing		
[illegible]	[illegible]		
	General Excavation, Unclassified		
All Required	[illegible]		3,000.00
	[illegible]		8,120.00

15,000
1500
16500

$ [illegible]

Work to be Performed by [illegible]

All Required	[illegible]	$ [illegible]

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 1(1)

AURORA FLIGHT STRIP PROJECT

IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 12, 1942

All Required	Preliminary Engineering		$ 1,500.00
All Required	Lands, Rights of Way, Easements		$ 25,000.00

CONSTRUCTION

All Required	Clearing and Grubbing		$ 18,000.00
540 cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,080.00
190,000 cu. yds.	General Excavation, Unclassified	.50	95,000.00
All Required	Finishing and Trimming Earthwork		3,000.00
750 lin. ft.	18" Concrete Pipe	3.00	2,250.00
51,000 cu. yds.	3" - 0" Material in Subbase	1.30	66,300.00
15,300 cu. yds.	1" - 0" Material in Base, Shoulders and Surfacing	2.00	30,600.00
2,300 M-gals.	Sprinkling	2.00	4,600.00
8,500 tons	Class "B" Asphaltic Concrete	7.50	63,750.00
66 tons	Furn. and Placing Emulsified Asphalt in Seal Coat	35.00	2,310.00
300 tons	Furn. and Placing Aggregates in Seal Coat	4.00	1,200.00
1,070 rods	Woven Wire Stock Fence	2.50	2,675.00
2 only	Gates in Stock Fence	30.00	60.00
2 only	Wind Cones	100.00	200.00
52 acres	Seeding	25.00	1,300.00
All Required	Preparation of Base for Binder Course		1,500.00
550 cu. yds.	¾" - 0" Material in Binder Course	4.00	2,200.00
90 tons	Furn. and Placing RC-3 Asphalt in Binder Course	35.00	3,150.00
108 tons	Furn. and Placing RT-4 Tar in Binder Course	30.00	(Alternate)
			$ 299,175.00

Work to be Performed by Aurora Telephone Co.

All Required	Remove Existing Facilities and Place Lines in Underground Conduit	$ 2,500.00

Work to be Performed by Portland General Electric Co.

All Required Remove Existing Facilities and Place Lines in Underground Conduit $ 3,000.00

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Subtotal	$ 304,675.00
10% Engr. & Cont.	30,467.50
Total	$ 335,142.50

Sheet 1 of 1 Sheets

Length 1.531 miles

Estimate of Materials Required for Roadway [illegible]

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Lands, Rights of Way, Easements	26,000.00
Construction	335,142.50
	$ 362,642.50

Starting Date [illegible]

Completion Date (Est.) April [illegible] Project No. FS 1 (1)

Estimated Total Cost Flight Strip $ [illegible] Length: Miles 1.531

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	[illegible]	6	Metal culvert pipe	Lb.	
2	Aggregates	Cu.	[illegible]	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	[illegible]	8	Structural steel	Lb.	
4	Lumber	[illegible]	[illegible]	9	Explosives	Lb.	
5	Timber piling	[illegible]					

PR 46

Aurora Flight Strip

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) October 15, 1942 State Oregon

Completion Date (Est.) April 30, 1943 Project No. FS 1 (1)

Estimated Total Cost Flight Strip $ 289,215.00 Length: Miles 1.531

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	50	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	40	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	156,000	8	Structural steel	Lb.	
4	Lumber	M.	230	10	Explosives	Lb.	
5	Timber piling	Lft.					

AURORA FLIGHT STRIP PROJECT

NO. FS 1 (1)

While negotiations for rights of way are in progress, ten parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 12, 1942

RECEIVED
SEP 15 1942
FOR FILING

FS-1

September 12, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Aurora Flight Strip
Federal Aid Project No. Oregon FS-1 (1)

We are enclosing one original and six copies of our Application No. 29 for a preference rating on the above-named project.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB DG
Enclosure
cc E. E. Clymer

RECEIVED
FOR FILING

FS-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 3, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our wire of today advising that we would authorize immediate advertisement for bids on the Aurora Flight Strip, Oregon FS-1, upon approval of the P.S. & E. and requesting that the P.S. & E. be submitted at the earliest possible date.

We have been advised that funds will be made available and you are hereby requested to submit plans, specifications and estimate and to undertake all action necessary in order that construction may commence at the earliest possible date.

In our report on this project, and after discussion with your engineers, we stated that due to the lateness of the season it seemed doubtful if this project could be completed before July 1943. However, our Washington office in their comments mention that this flight strip, being essential to the war effort at this time, should be undertaken at the earliest possible date and pushed to completion and that completion by July 1943 is too late. They also suggest that design and construction methods be utilized that will expedite the work above normal rates of progress. We would be pleased to discuss this with your engineers.

Will you please obtain at once, right of way or right of entry for the portion covered by the flight strip in order that there may be no delay in starting actual construction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

CONFIRMATION

RECEIVED
SEP 4 1942
FOR F

RECEIVED
4 1942
STATE HIGHWAY

FEDERAL WORKS AGENCY
Public Roads Administration
8010-20 Oregon

FS-1

DAY LETTER

Portland, Oregon
September 3, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURLET THIRTY FIRST AURORA FS-1. WILL AUTHORIZE IMMEDIATE ADVERTISEMENT FOR BIDS UPON OUR APPROVAL PS&E WHICH SHOULD BE SUBMITTED AT EARLIEST POSSIBLE DATE. REURTEL SECOND OUR UNDERSTANDING SEVEN TO ONE SLOPE STARTS AT EDGE OF GLIDE PLANE AND NOT AT GROUND LEVEL

Lynch

Paid Gov't Rate

NOTED
State Highway Engineer

105-4202 Banzer Br.-Washington Co. Line 1942
Rock Prod., Nehalem Secon. Hwy.
#2608

RECEIVED
OCT 18 1943
FOR FILING

105-4552

October 18, 1943

Mr. Jed W. Wilson
Hamlet Route
Seaside, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from June 30, 1943, to July 20, 1943, without penalty, in connection with contract No. 2608, for furnishing crushed rock in stockpiles on the Banzer-Bridge-Washington County Line Section of the Nehalem Secondary Highway in Columbia County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - F. D. Eason

Recorded—
10/18/43
E.B.

RECEIVED
OCT 19 1943
FOR FILING

105-4202

American Surety Co. of New York
W. A. King, Agent
522 S. W. Fifth Avenue
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2608 for work on the Banzer Bridge-Washington County Line Section of the Nehalem Secondary Highway, in Columbia County, has been completed by the contractor, Jed Wilson, and that final payment in the amount of $1,178.48 will be made on or after October 28, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $38,517.99, and that no force account work was performed therein. This contract was completed on July 20, 1943, and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

Recorded [redacted]
s.b.
EB

NOTED
RUTH SMITH

105-4202

July 30, 1943

American Surety Company of New York
W. A. King, 522 S. W. Fifth Avenue
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mr. Jed Wilson, on contract No. 2608, covering the furnishing of 16,600 cu. yds. crushed rock on the Sanser Bridge-Washington County Line Section of the Nehalem Secondary Highway, in Columbia County. This payment, in the amount of $17,494.60, will be made on or after August 9, 1943. The retained percentage is $1,154.83.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:rw

NOTED
RUTH SMITH

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1943

Section	Banzer Bridge - Washington County Line	*Kind of work*	Crushed Rock in Stockpiles
Highway	Nehalem Secondary	*Section prefix*	105 - 4202
Contractor	Jed Wilson	*Contract number*	2608
Date of contract	November 8, 1942, 19	*Date of completion*	June 30, 1943, 19
Date work started	December 5, 1942, 19	*Estimated date of completion*	July 20, 1943, 19
Amount of contract	$ 37,847.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 40,011.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 2,200.00, %   *Date project was completed* 7-20-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the contract on July 20, 1943.
The total quantities are as follows:

¼" - 0"	2693.4
½" - ¼"	3160.9
3/4" - ½"	4234.1
1½" - 3/4"	1437.2
Rejects	1009.4

The final estimate was completed on Friday and delivered to Mr. Eason.

RECEIVED
JUL 26 1943
OFFICE OF
ENGINEER

NOTED
E. M. [illegible]

Signed L D Mars

Address Astoria, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 26 1943
DIV [illegible] NEER

RECEIVED
DEC 15 1942
FOR FILING

105-4202

December 15, 1942

Mr. Jed Wilson
Ecola Route
Seaside, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2608 which was awarded to you by the State Highway Commission on November 5, 1942, for furnishing crushed rock in stock piles on the Banner Bridge-Washington County Line Section of the Nehalem Secondary Highway, in Columbia County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
DEC 7 1942
FOR FILING

105-4202

SALEM
December 7, 1942

Contract No. 2608 for Mr. Clough's signature.

Mr. K. B. Lytle
Division Engineer

On November 18, 1942, we expressed to you four copies of contract No. 2608 for signature by Mr. Clough. To date, the contracts have not been returned to this office. Will you please advise whether or not you have been able to contact Mr. Clough. Thank you.

AM Secretary

105-4202

November 6, 1942

Mr. Jed Wilson
Ecola Route
Seaside, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2608 which was awarded to you on November 5, 1942 by the State Highway Commission covering the Banzer Bridge-Washington County Line Rock Production Project on the Nehalem Secondary Highway, in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

bc

FOR FILING

105-4202

November 6, 1942

Mr. Jed Wilson
Hamlet Road
Seaside, Oregon

Dear Sir:

The State Highway Commission on November 5, 1942, awarded you the contract for the Banzer Bridge-Washington County Line Rock Production Project on the Nehalem Secondary Highway in Columbia County. This award was based on your low bid of $37,847.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

bc

cc - S. H. Probert
G. S. Paxson

21-4210 Newport Rock Production 1942
Ore. Coast & Corvallis-Newport Hwys.

#2600

RECEIVED
FEB 28 1944
FOR FILING

21-4210

February 25, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2609 for work on the Newport Rock Production Project on the Oregon Coast & Corvallis-Newport Highways in Lincoln County, has been completed by the contractor, E. F. Altree, and that final payment in the amount of $1,247.00 will be made on or after March 6, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $41,235.60 and that no force account work was performed therein. This contract was completed on December 6, 1943 and accepted by the Commission on February 17, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
FEB 23 1944
[illegible]

21-4210

February 21, 1944

Mr. E. F. Altree
Agate Beach, Oregon

Dear Sir:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from June 30, 1943, to December 6, 1943, without penalty, in connection with contract No. 2609 for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways in Lincoln County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

cc - F. D. Eason

RECEIVED
FEB 7 1944
FOR FILING

21-4210

February 5, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. F. Altree, on contract No. 2609, covering the Newport Rock Production Project on the Oregon Coast & Corvallis-Newport Highways, in Lincoln County. This payment, in the amount of $1,555.41, will be made on or after February 15, 1944. The retained percentage is $1,236.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

1

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 18, 1943, 19

Section Newport

Kind of work Rock Production

Highway Oregon Coast & Newport-Corvallis

Section prefix 21-4210

Contractor E.F.Altree

Contract number 2609

Date of contract [illegible] Nov. 5, 1942, 19

Date of completion June 30, 1943, 19

Date work started Jan. 14, 1943, 19

Estimated date of completion July 31, 1944, 19

Amount of contract . . . . $ 29,000

Per cent of time elapsed 172 %

Estimated cost of completed project, exclusive of engineering . . . . $ 44,000

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 4100, %

Date project was completed 12-6-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate about ready and final quantities submitted as monthly estimate, retaining percentages of the clearing and gubbing sums pending thecompletion of the disposal of debris. Headchainman returned to work Tuesday, and Chainman Howton off Monday. Res. Engr. on vacation leave Monday and Tuesday.

DEC 2[illegible] 1943

DEC 2[illegible] 1943

NOTED
E. M. [illegible]

Signed L J Walters

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

E. [illegible]

Form E-1—[illegible]

DEC 6 - 1943

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 4, 1943, 19

Section Newport

Kind of work Rock Production

Highway Oregon Coast & Newport-Corvallis

Section prefix 21-4210

Contractor E.F.Eltree

Contract number 2609

Date of contract Nov. 5, 1942, 19

Date of completion June 30, 1943, 19

Date work started Jan. 14, 1943, 19

Estimated date of completion See text, 19

Amount of contract $ 29,000

Per cent of time elapsed 166 %

Estimated cost of completed project, exclusive of engineering $ 44,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3750, 12.9 %

Date project was completed 11/27/ (see Text), 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor crushed rock until noon last Sat. and quit. He was deficient 86 c.y. of the total amount when the piles were measured and computed this week. It was difficult to keep an accurate check as the work progressed owing to the confusion resulting from the oiling crew and the patrol crew taking material. It was expected that the total quantity would exceed the contract amount. The deficiency is in the ¼-0 size and the contractor will furnish the deficiency from his supply if requested,

Inasmuch as there is a large amount of this size of material on hand it is left as is pending approval by the Division Engineer. The rock broke in such a way as to obtain an excess of ½-¼ material, the size most in demand, there being 360 c.y. of this size over the specified amount.

There remains to be done some work in connection with the haul road, which has been enumerated by letter to the contractor, a copy of which is enclosed herewith. He has made no serious effort to complete the disposal on the debris from the clearing operations, and has so far fialed to supplement the surface rock and blade the haul road. It will probably cost $ 1500-1800 to dispose of the trash and stumps by fire. The final on this project will not be submitted until this detail is settled.

Signed S. F. Walters

Address Newport.

NOTED

E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hard strom all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday	Clearing--Wind & shrs.		

STATE PRINTING DEPT.

RECEIVED
DEC 21 1942
FOR FILING

21-4210

December 19, 1942

Mr. E. F. Altree
Agate Beach
Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2609 awarded to you on November 5, 1942 for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County.

This contract is being expressed to you at Newport Oregon, inasmuch as there is no express agency at Agate Beach.

This copy is for your files and records.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
DEC 21 1942
FOR FILING

21-4210

December 19, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Dear Sirs:

We are sending to you today, by express, a fully executed copy of contract No. 2609 which was awarded to E. F. Altree on November 5, 1942 for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
NOV 30 1942
FOR FILING

21-4210

November 28, 1942

Mr. E. F. Altree
Agate Beach, Oregon

Dear Sir:

Four copies of state highway contract No. 2609, for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, were expressed to you at Newport on November 7, 1942.

Will you please advise if you received these contracts. If so, it will be appreciated if you will return them to this office, properly executed, at your earliest convenience.

Very truly yours,

DGD:AH

Secretary

21-4210

November 6, 1942

Mr. E. F. Altree
Agate Beach
Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2609 which was awarded to you on November 5, 1942 by the State Highway Commission covering the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
NOV 7 1942
FOR FILING

21-4210

November 6, 1942

Mr. E. F. Altree
Agate Beach, Oregon

Dear Sir:

Supplementing our letter to you of this date, wish to state that we find there is no express office at Agate Beach and we have therefore sent the copies of the contract for the Newport Rock Production Project to you by express, addressed to Newport. Will you please call for them there.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

RECEIVED

21-4210

November 6, 1942

Mr. E. F. Altree
Agate Beach
Oregon

Dear Sir:

The State Highway Commission on November 5, 1942, awarded you the contract for Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County. This award was based on your low bid of $29,000.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be
cc - S. H. Probert
C. S. Paxson

13-4206 Buchanan Rock Production
Central Oregon Highway 1942

#2610

REC[illegible]
FORM E-30 [illegible]
NOV [illegible]
FOR FILING

12-4206

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Nov. 13, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	12930	2610	5-Final	Oscar E. Joelson	724.71	248261	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

We have acceptance advice on this.

asw

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

OK & release warrant

Approved
Secretary

NOTED
RUTH SMITH

RECEIVED
OCT 19 1943
FOR FILING

13-4206

October 19, 1943

Great American Indemnity Company
Harvey Wells-Reed Ins. Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2610 for work on the Buchanan Rock Production Section of the Central Oregon Highway, in Harney County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $724.71 will be made on or after October 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $23,962.62 and that no force account work was performed therein. This contract was completed on July 22, 1943 and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

RECEIVED
OCT 18 1943
FOR FILING

13-4206

October 18, 1943

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from June 30, 1943, to July 22, 1943, without penalty, in connection with contract No. 2610, for furnishing crushed rock in stockpiles on the Buchanan Section of the Central Oregon Highway in Harney County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - Paul Van Scoy

Recorded
10/18/43
E.B.

12-4206

August 9, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelsen, on Contract No. 2510, covering the Buchanan Rock Production Project in Harney County. This payment, in the amount of $5,975.41 will be made on or after August 19, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DF

NOTED
RUTH SMITH

Form E-1—8M—4-41

✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 10

For Week Ending July 31, 1943

Section Buchanan

Kind of work Rock Production

Highway Central Oregon

Section prefix 13-4206

Contractor Oscar E. Joelson

Contract number 2610

Date of contract December 10, 1942

Date of completion June 30, 1943

Date work started April 21, 1943

Estimated date of completion July 22 1943

Amount of contract $ 23,500

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 23,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ %

Date project was completed July 22, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the crushing on this project on July 22 of this month. He is now moving his plant to the next project, Drinkwater Pass- Juntura. The stock piles have been measured and the final estimate will be completed next week.

NOTED
E. M. [illegible]

Signed

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week; retain triplicate copy for your own file

RECEIVED
[illegible] 2 - 1943
OFFICE [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7,000		
Estimated quantities moved or placed to date			7,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., 3 trucks ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	weather hot all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FOR FILING

12-4206

July 3, 1943

Union Oil Co. of California
Yeon Building
Portland, Oregon

Attention: Mr. D. G. Von der Hellen

Gentlemen:

Reply is made to your letter of the first inst. regarding payments to Mr. O. E. Joelson under State Highway contract No. 2610 known as the Buchanan Rock Production Project on the Central Oregon Highway, in Harney County.

The last estimate check mailed to Mr. Joelson was that for work accomplished up to June 10, 1943 in the amount of $7,425.00. This check was mailed to Mr. Joelson on June 26, 1943.

You also inquire as to the probable date of completion of this contract and so far as I am able to ascertain from the records in this office, the job will be officially completed about July 15, 1943. Just when the next estimate check will be paid on this job and the amount of the check that will be tendered Mr. Joelson, I am unable to state at the present writing. The probabilities are that the next payment will be semi-final but the amount of the payment cannot be determined until the field notes have been checked. I anticipate that such payment will be made in the early part of August and that final payment will be made two or three weeks later.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:rw

6-10-43
Amt. $7,425.00

Date of next est. approx.
8-1-43
Amount not determined

Completion date will be
approx. 7-15-43

Mailed
June 26

Oil Company of California

YEON BUILDING

PORTLAND, OREGON

July 1, 1943

way Commission

O. E. JOELSON
Oregon State Highway
Contract #2610

u please tell us, if possible, the date and t estimate check mailed to Mr. Joelson and amount of the next one he will receive? We also would like to know what you would estimate the completion date for the contract to be. We believe that June 30, 1943 was the date set for completion, but it is our impression that he is still working on it.

A self-addressed envelope requiring no postage is enclosed. Thank you for this information.

W. S. NEWTON
District Credit Supervisor

By: D. G. von der Hellen

dvh:eac
Enclosure

REFERRED TO
Mrs Smith
BY SECRETARY
please get me information for reply

RECEIVED
JUL 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

FORM 401 P 2-43 3M
PRINTED IN U.S.A.

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

July 1, 1943

Oregon State Highway Commission
Salem
Oregon

O. E. JOELSON
Oregon State Highway
Contract #2610

Will you please tell us, if possible, the date and amount of the last estimate check mailed to Mr. Joelson and also the date and amount of the next one he will receive? We also would like to know what you would estimate the completion date for the contract to be. We believe that June 30, 1943 was the date set for completion, but it is our impression that he is still working on it.

A self-addressed envelope requiring no postage is enclosed. Thank you for this information.

W. S. NEWTON
District Credit Supervisor

By: D. G. von der Hellen

dvh:eac
Enclosure

REFERRED TO
Mrs Smith
BY SECRETARY
please get me information for reply

RECEIVED
JUL 2 - 1943
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

FORM 401 P 2-43 5M
PRINTED IN U.S.A.

B-4206

May 18, 1943

Mr. M. O. Dahl, Asst. Cashier
The First National Bank of Eugene
Eugene, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 15, 1943, and assignment given The First National Bank of Eugene by Oscar E. Joelson in which Mr. Joelson assigns to your bank $6,300, representing the amount earned by him under Estimate No. 1 on state highway contract No. 2610 for furnishing crushed rock in stock piles on the Buchanan Section of the Central Oregon Highway, in Harney County.

This assignment appears to be in proper form and we will be pleased to honor it inasmuch as we have received, in today's mail, a letter from the Great American Indemnity Company, surety on Mr. Joelson's bond, consenting to the assignment without prejudice to the bond.

Very truly yours,

[illegible]   Secretary

cc - Carl Smith

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON
May 15, 1943

Highway Department
State of Oregon
Salem, Oregon

Re: Contract #2610 - Oscar E. Joelson

Gentlemen:

Enclosed is Claim #13-4206-201(46) for $6,300.00, together with assignment, in duplicate.

Please acknowledge receipt.

Very truly yours,

M. O. Dahl

M. O. Dahl
Assistant Cashier

MOD:ee
Encls:

MAY 1[illegible] 43

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FOR FILING

13-4206

March 1, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith a PD-1A Application for an A-1-A preference rating required to procure screen cloth needed by Oscar Joelson for his crushing plant on the Buchanan Rock Production Contract No. 2610.

Yours very truly,

C. B. McCullough,
Asst. Chief Engineer.

M

fix up -

RECEIVED
[illegible]
FOR FILING

13-4206

January 13, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2610, which was awarded to you on December 18, 1942, covering the Buchanan Rock Production Project, on the Central Oregon Highway, in Harney County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JAN 13
FOR FILING

13-4206

January 13, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2610, which was awarded to Oscar E. Joelson by the State Highway Commission on December 18, 1942, covering the Buchanan Rock Production Project, on the Central Oregon Highway, in Harney County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
DEC 21 1942
FOR FILING

13-4206

December 21, 1942

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2610 which was awarded to you by the State Highway Commission on December 18, 1942, covering the Buchanan Rock Production Project on the Central Oregon Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
DEC 21 1942
FOR FILING

13-4206

December 19, 1942

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission on December 18, 1942, awarded you the contract for the Buchanan Rock Production Project on the Central Oregon Highway, in Harney County. This award was based on your low bid of $23,500.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

Be
cc - S. E. Probert
C. S. Paxson

30-4204 Nye Junc.-Grant Co. Line Rock Prod.
Pendleton-John Day Highway 1942

#2611

RECEIVED
FEB 25 1944
FOR FILING

[illegible]

February 25, 1944

United States Fidelity & Guaranty Co.
Ethel Cline, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2611 for work on the Nye Junction-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County, has been completed by the contractor, O. C. Yocom, and that final payment in the amount of $2,341.59 will be made on or after March 6, 1944, to the McMinnville Branch of the U. S. National Bank of Portland, to which all moneys have been assigned.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $78,052.92 and that no force account work was performed therein. This contract was completed on November 20, 1943 and accepted by the Commission on February 17, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
FEB 23 1944
FOR FILING

30-4204

February 21, 1944

Mr. O. C. Yocom
902 E. 11th Street
McMinnville, Oregon

Dear Sir:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from August 31, 1943, to November 20, 1943, without penalty, in connection with contract No. 2611 for the Nye Junction-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

ao
cc - Paul Van Scoy

Salem ✓

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT #27 Final
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 15, 1944

Section	Nye Junction-Grant Co. Line	Kind of work	Rock Production
Highway	Pendleton-John Day	Section prefix	30-4204
Contractor	O. C. Yocom	Contract number	2611
Date of contract	December 18, 1942	Date of completion	November 20, 1943
Date work started	July 12, 1943	Estimated date of completion	November 20, 1943
Amount of contract	$ 71,115.00	Per cent of time elapsed	131.5 %

Estimated cost of completed project, exclusive of engineering $ 78,068.87

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1533.37, 36.5 %

Date project was completed November 20, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final finished and sent to La Grande today.

RECEIVED
FEB 9 - 1944
CONSTR GINEER

Signed A. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed			23,900		
Total estimated quantities			28,613	All grades including ½-0 & 3/4-½ Surplus	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week ....

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., ..., ..., ...

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	High Fog-Cold		
Monday	High Fog-Cold		
Tuesday	High Fog-Cold		
Wednesday	High Fog-Cold		
Thursday	High Fog-Cold		
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 27 1944
FOR FILING

30-4244

January 26, 1944

United States Fidelity & Guaranty Co.
Ethel Cline, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom, assigned to U. S. National Bank of Portland, McMinnville Branch, on contract No. 2611, covering the Nye Junction-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County. This payment, in the amount of $4,619.83, will be made on or after February 7, 1944. The retained percentage is $2,341.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

30-420 ✓

June 18, 1943

O. C. Yocom Company
902 E. 11th Street
McMinnville, Oregon

Attention: Mr. Olson

Gentlemen:

In reply to your letter of June 16, concerning the [illegible] Junction-Grant County Line Contract (Contract No. 2611), we are pleased to tell you that on State Projects, such as the one referred to, we no longer require contractors to furnish copies of their pay rolls.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Paul Van Scoy
W. S. Hodge

O. C. YOCOM COMPANY
CONTRACTORS-ENGINEERS
808 E. 11TH STREET
McMINNVILLE, OREGON

June 16, 1943

Mr. S. H. Probert
Office Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Probert:

In regard to contract no. 2611, Pendleton-John Day Highway in Umatilla County, Section Nye Jct. Grant County Line is it necessary that we mail you or the resident engineer aopies of our weekly payrolls? We heard from an unauthorized source that it was no longer necessary to mail our payrolls to you and we do not seem to be able to find anything pertaining to this in the contract.

Thanking you kindly for the above information, we are

Very truly yours,

O. C. YOCOM COMPANY

A. Olson
A. Olson

OCY
ao

RECEIVED

3A-4384

April 5, 1943

Mr. O. G. Yocom
902 East 11th St.
McMinnville, Oregon

Dear Sir:

This acknowledges receipt, in today's mail, of your assignment, in duplicate, in which you assign to the United States National Bank of Portland, McMinnville Branch, all moneys due or to become due you in connection with your contract with the State Highway Commission, No. 2611, for the furnishing of crushed rock in stock piles on the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway, in Umatilla County.

This assignment appears to be in proper order and we will be pleased to honor the same, having already received consent thereto by the United States Fidelity and Guaranty Company.

Very truly yours,

HBG:AH

Secretary

cc - United States Fidelity & Guaranty Co.
United States Nat'l Bank of Portland
McMinnville Branch

cc - C. Smith

Mr. Smith: An executed copy of the assignment is attached hereto. Also attached is a copy of the Surety Company's consent.

H.B.G.

FOR F

30-4204

April 5, 1943

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

This acknowledges your letter of April 1 consenting to the assignment by O. C. Yocom, contractor, of all moneys due or to become due him from the state in connection with his contract No. 2611 for the furnishing of crushed rock in stock piles on the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway, in Umatilla County. This assignment by Mr. Yocom is to the United States National Bank of Portland, McMinnville Branch.

Very truly yours,

SBG:AM

Secretary

cc - O. C. Yocom
C. Smith

RECEIVED
[illegible]
FOR FILING

20-420d

March 29, 1943

Mr. O. C. Yocom
902 East 11th Street
McMinnville, Oregon

Dear Sir:

It is my understanding that you wish to assign all moneys due to you in connection with your contract No. 2611, for furnishing crushed rock in stock piles on the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway, to the United States National Bank of Portland, McMinnville Branch.

I am enclosing an assignment of claim form in quadruplicate for this purpose. If you will kindly sign these and return the original and one copy to me, together with a letter from your surety consenting to the assignment without prejudice to the bond, we will be pleased to make future payments in connection with the job to the bank, in accordance with the assignment provisions.

Very truly yours,

Secretary

HBC:MB

cc - Carl Smith

REFERRED TO
Mrs Minor
BY SECRETARY
see me

RECEIVED
JAN 13 1943
FOR FILING

30-4204

January 13, 1943

Mr. G. C. Yocom
902 East 11th St.
McMinnville, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2611, which was awarded to you bytthe State Highway Commission on December 18, 1942, covering the Nye Junction-Grant County Line Rock Production Project on the Pendleton-John Day Highway, in Umatilla County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
DEC 21 1942
FOR FILING

30-4204

December 21, 1942

Mr. O. C. Yocom
902 E. 11th Street
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2611, which was awarded to you by the State Highway Commission on December 18, 1942, covering the Nye Junction-Grant County Line Rock Production Project, on the Pendleton-John Day Highway, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
DEC 21 1942
FOR FILING

30-4204

December 19, 1942

Mr. O. C. Yocom
902 E. 11th Street
McMinnville, Oregon

Dear Sir:

The State Highway Commission on December 18, 1942, awarded you the contract for the Nye Junction-Grant County Line Rock Production Project on the Pendleton-John Day Highway, in Umatilla County. This award was based on your low bid of $71,115.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

bc
cc - S. H. Probert
G. S. Paxson

DA-WR 11 (1) Tolo-Camp White Access Road
Jackson County 1942

#2612

FORM E-123K 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 21 1944
FOR FILING

DA.WR 11(1)

November 17, 1944

File

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 6, 1944, we are enclosing herewith four copies of option and final report for parcel number 1, file number 10670, in connection with the purchase of rights of way for the Tele-Camp White Access Road Project No. DA-WR 11 (1).

In connection with your request for a segregation by parcels, of the estimated cost of fencing required, this information is as follows:

File No. 10673	273 rods at $2.32		$633.36
" " 10675	44 " "	2.32	102.08

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

November 6, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 23, 1944, regarding right of way for Oregon DA-WR 11(1), Tolo-Camp White Access Road.

Instead of the report and option for Parcel 1, 0.33 acre acquired under file number 10670, you enclosed duplicates of the report and option for Parcel 2, 0.23 acre, which we already have. We are returning these herewith. Please send us the correct enclosures.

Your letter states: "The options under file numbers 10673 and 10676 provide for construction of right of way fence by the State. The amount of fencing required and the estimated cost is 317 rods at $2.32 or $735.00." We believe you referred to Nos. 10673 and 10675 as the final voucher shows full payment for fencing to the owner on parcel 10676.

It will be necessary that we receive a statement showing the fencing constructed by State forces broken down as to the quantities, unit cost and total cost for each of the parcels where such work was required. It is noted the total cost of all such fencing as shown by the final voucher is $733.22.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
NOV 8 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1944
FOR FILING

DAWR 11(1)

November 1 , 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 6, 1944, we are enclosing herewith four copies of option and final report for parcel number 1, file number 10670, in connection with the purchase of rights of way for the Tule-Camp White Access Road Project No. DA-WR 11 (1).

In connection with your request for a segregation by parcels, of the estimated cost of fencing required, this information is as follows:

File No. 10673	273 rods at $2.32	$633.36
" " 10675	44 " " 2.32	102.08

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

FORM E-139 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUFF, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 3 - 1944
FOR FILING

DA-WR 11 (1)

October 23, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of August 30, 1944, concerning additional information for several of the parcels of right of way acquired in connection with the Tolo-Camp White Access Road Project No. DA-WR 11 (1).

The final report and option for one parcel of 0.33 acre acquired under file number 10670 were inadvertently omitted when the right of way papers for the project were previously submitted.

These copies, and likewise copies of the mortgage release from the Federal Land Bank in connection with the parcel under file number 10671, are enclosed herewith.

Mention is made in your letter regarding the purchase of extra width, not required for right of way purposes under file number 10673. Reference to the right of way map indicates no additional width in this parcel, but it is possible that it was your intention to refer to the land acquired under file number 10674, which includes a small triangular strip outside of the normal right of way width. This small strip, containing but approximately 0.05 acre, has no value either to the former owner or the adjacent property owner.

With reference to the parcel under file number 10675, reimbursement is being requested for only the area within the normal right of way width.

The options under file numbers 10673 and 10676 provide for construction of right of way fence by the State. The amount of fencing required and the estimated cost is 317 rods at $2.32 or $735.00.

In the option, under file number 10671, mention is made for the re-establishment of an approach road. This work was included in the contract requiring 50 cubic yards General Excavation at $0.50, or $25.00 It is our opinion, however, the item is a construction cost rather than right of way expense, since the work is situated within the highway right of way and standard practice provides for the re-establishment of existing road approaches.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

M

RECEIVED
JUL 1944
FOR FILING

DA-WR 11-1

July 17, 1944

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are four copies each of final report, option, and certificate for right of way acquired in connection with the Tolo-Camp White Access Road, Project No. DA-WR 11 (1).

The parcels involved are as follows:

File No.	Former Owner
10670	Sterling Price
10671	Edward W. and Harold L. Gebhard
10672	Valeria I. and Loil Hamstreet and Oliver Martin
10673	Jackson County
10674	Deane and Ellen L. Owens
10675	Ruth W. [redacted]
10676	Lloyd Hascom, Lillian Hascom
10677	Margery Pearson and Carl Pearson

Under separate cover, we are mailing four blueprint copies of map showing the location of the land acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

CERTIFICATE

R/W File 10670

M/O File RW 7421

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tolo-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Sterling Price

Land Acquired 0.56 acres as described in Deed

Character of Title Warrenty Deed

Consideration Paid $ 90.25

Date of Conveyance February 4, 1943

Recorded Volume 241 Page 516 Deed Records of Jackson

County.

Dated this ______ day of JUN 26 1944, 194__.

J.M.D.
Chief Counsel

CERTIFICATE

R/W File 10671

M/O File RW 7600

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tale-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Edward W. and Harold L. Gebhard

Land Acquired 0.23 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $ 98.00

Date of Conveyance February 8, 1943

Recorded Volume 241 Page 393 Deed Records of Jackson County.

Dated this ____ day of JUN 26 1944, 194__.

J.M.D.
Chief Counsel

CERTIFICATE

R/W File 10672

M/O File RW 7372

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tele-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Valerie I. and Loil Hemstreet and Oliver Martin

Land Acquired 0.50 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $ 119.50

Date of Conveyance January 12, 1943

Recorded Volume 241 Page 270 Deed Records of Jackson County.

Dated this ______ day of JUN 26 1944, 194__.

J M D
Chief Counsel

CERTIFICATE

R/W File 10673

M/O File RW 7401

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tule-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Jackson County

Land Acquired 9.96 acres acres as described in Deed

Character of Title Bargain and Sale Deed

Consideration Paid $ 99.60

Date of Conveyance January 22, 1943

Recorded Volume 241 Page 413 Deed Records of Jackson County.

Dated this ________ day of JUN 26 1944, 194__.

J M D

Chief Counsel

CERTIFICATE

R/W File 10674

M/O File 7393

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tolo-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Deane and Ellen L. Owens

Land Acquired 0.68 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $ 64.55

Date of Conveyance December 31, 1942

Recorded Volume 241 Page 272 Deed Records of Jackson County.

Dated this ______ day of JUN 26 1944, 194__.

JMD

Chief Counsel

CERTIFICATE

R/W File 10679

M/O File RW 7303

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tele-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Ruth W. Sparrow

Land Acquired 3.07 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $ 30.70

Date of Conveyance January 2, 1943

Recorded Volume 241 Page 195 Deed Records of Jackson County.

Dated this ______ day of JUN 26 1944, 194__.

J.M.D.
Chief Counsel

CERTIFICATE

R/W File 10676

M/O File RW 7384

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tolo-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Lloyd Hascom, Lillian Hascom

Land Acquired 2.62 & 0.63 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $200.00

Date of Conveyance December 31, 1942

Recorded Volume 241 Page 197 Deed Records of Jackson County.

Dated this _____ day of JUN 26 1944, 194__.

JMD

Chief Counsel

CERTIFICATE

H W File [illegible]

[illegible] File [illegible]

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes.

Project [illegible]-Camp White Access. Road Section of

Highway in Jackson County

Federal Aid Project No. [illegible]

Grantor Name [illegible] Pearson and Carl Pearson

Land Acquired [illegible] Acres as described in Deed

Statement of Title Warranty Deed

Consideration Paid $ [illegible]

Date of Instrument [illegible], 19[illegible]

Recorded in Book [illegible] Page [illegible] Deed Records of Jackson County.

Dated this [illegible] day of [illegible] [illegible] 19[illegible].

Chief Counsel

RUTH SMITH

CERTIFICATE

R/W File 10677

M/O File RW 7402

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Tele-Camp White Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 11 (1)

Former Owner Margery Pearson and Carl Pearson

Land Acquired 1.37 acres as described in Deed

Character of Title Warranty Deed

Consideration Paid $ 68.10

Date of Conveyance January 20, 1943

Recorded Volume 241 Page 415 Deed Records of Jackson County.

Dated this ______ day of JUN 26 1943, 194__.

J M D
Chief Counsel

RECEIVED
DEC 7 1943
FOR FILING

DA-WR 11-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Nov. 29, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	13873	2612	9-Final	Tru-Mix Concrete Co.	1,457.87	248980	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:
We have acceptance advice on this.

w

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

Ok release warrant

Approved H B Glaisyer
Secretary

NOTED
RUTH SMITH

RECEIVED
NOV 4 1943
FOR FILING

DA-HC 11-1

November 3, 1943

Associated Indemnity Corporation
Philip G. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2612 for work on the Tolo-Camp White Access Road, in Jackson County, has been completed by the contractor, Tru-Mix Concrete Company, and that final payment in the amount of $1,457.87 will be made on or after November 13, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $47,876.39 and that no force account work was performed therein. This contract was completed on August 28, 1943 and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

RECEIVED
OCT 29 1943
FOR FILING

DA-WPI 11-1

October 28, 1943

Associated Indemnity Corporation
Philip S. Carroll, Agent
Wilcox Building,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tru-Mix Concrete Company, on contract No. 2612, covering grading, surfacing and oiling of the Tolo-Camp White Access Road, in Jackson County. This payment, in the amount of $4,356.55, will be made on or after November 8, 1943. The retained percentage is $1,455.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

EB

By

Secretary

Recorded EB

E.B.

RECEIVED
OCT 18 1943
FOR FILING

2A-WH 11-1

October 18, 1943

Tru-Mix Concrete Co.
248 McAndrews Road
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from June 30, 1943, to August 28, 1943, without penalty, in connection with contract No. 2612, for grading, surfacing and oiling on the Talo-Camp White Access Road Project, in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

EB

cc - K. D. Lytle

Recorded ~~E~~
10/18/43
E.B.

RECEIVED
SEP 30 1943
FOR FILING

DA-WR 11-1

September 29th, 1943

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time requested by the Tru Mix Concrete Company on the Tolo-Camp White Access Road, Contract No. 2612, DA-WR 11 (1), from June 30th, 1943 to August 29th, 1943. The oiling was completed on July 23rd and the road turned over for use at that time, but the job of clean-up was not completed until a month later.

The contractors were greatly hindered by the wet spring, as the adobe in the cuts could not be handled when wet.

I recommend that this extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

cc to: H. G. Smith

RECEIVED
SEP 16 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 11-1

September 8, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 11(1), Tolo-Camp White Access Road ____________________, was made by a representative of this office on August 24, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
[illegible] 1943
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
AUG 18 1943
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 11

August 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 11 (1)
Tolo-Camp White Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
AUG 17 1943
OREGON
STATE HIGHWAY COMMISSION

Waype 17075

ORE MISSION

Form P. R. 2

State Oregon

Project No. DA-WR 11(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of June, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 5th day of December 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, seven hundred twenty-eight and 16/100 dollars ($ 56,728.16) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 at the Pacific Highway in the SE¼, Sec. 20, T. 36 S., R. 2 W., W.M., and survey station 142+76.8 at the east boundary of the NE¼, Sec. 22, T. 36 S., R. 2 W., W.M., the west boundary of Camp White (except existing pile trestle, survey station 25+40.8-27+51.3)

, length 2.662 miles, in Jackson County, being Oregon Defense Access project No DA-WR 11(1), consisting of 2.651 miles of roadway and one bridge of more than 20 feet clear span 0.011 of a mile in length.

RECEIVED
AUG 6 [illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

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(a) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

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ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 at the Pacific Highway in the SE¼, Sec. 20, T. 36 S., R. 2 W., W.M., and survey station 142+76.8 at the east boundary of the NE¼, Sec. 22, T. 36 S., R. 2 W., W.M., the west boundary of Camp White (except existing pile trestle, survey station 25+40.8-27+51.3)

, length 2.662 miles, in Jackson County,

being xxx Oregon Defense Access project No. DA-WR 11(1), consisting of

2.651 miles of roadway and one bridge of more than 20 feet clear span 0.011 of a mile in length.

16—11379 GPO

RECEIVED
AUG 6 1943

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of fifty-six thousand, seven hundred twenty-eight and 16/100 dollars ($56,728.16), certified to the Secretary of the Treasury as above mentioned, which ~~amount equal to the authorized Federal pro rata share of~~ .... ~~is~~ .... ~~dollars ($..........)~~, the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 26 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield

Chairman, State Highway Commission
(Title of officer)

By W H Sherman

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission.
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-HR 11(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 56,728.16 as the total estimated cost of said project, and the sum of $ 56,728.16 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL 26 1943

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10120

Form E-1—5M—4-42

DH-WR 11

✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7th., 1943, 19

Section Tolo - Camp White Access Road

Kind of work Grading, Surfacing and Oiling

Highway

Section prefix 215 - 1014

Contractor Tru-Mix Concrete Company

Contract number 2612

Date of contract December 28th., 1942, 19

Date of completion June 30th., 1943, 19

Date work started January 14th., 1943, 19

Estimated date of completion August 10th., 1943, 19

Amount of contract $ 49,025.50

Per cent of time elapsed 121% %

Estimated cost of completed project, exclusive of engineering $ 51,610.62

Per cent of contract completed, based on total contract price 99% %

Engineering cost to date, $ 2,137.00, 4.48% %

Date project was completed 8-28-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crew of four men worked on ditches and general cleanup work this past week.

Completed painting bridge.

Job should be completed Monday or Tuesday of next week.

RECEIVED
AUG 9 - 1943

NOTED
E. M. [illegible]

Signed Glen E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.65	2.65		2.65	
Miles partially completed	xxxxx	xxxxx		xxxxx	
Miles completed	2.65	2.65		2.65	
Total estimated quantities	22,500	12,100		1,000 Cu. Yds. 85 Tons Oil.	
Estimated quantities moved or placed to date	22,500	12,100		1,000 Cu. Yds. 85 Tons Oil.	
Average daily quantities	xxxxx	xxxxx		xxxxx	
Average daily quantities necessary to complete project on time	xxxxx	xxxxx		xxxxxx	
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

[illegible] WR 11

July 22, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WR 11(1), Tolo-Camp White, and DA-WC 19(1), the Evans Valley-Sams Valley projects.

The date for completion on each of these projects is June 30, 1943.

Our inspection of these projects has shown that the contractor has not used his best efforts to push these projects to completion. This is particularly so on DA-WC 19 where the contractor has not had adequate equipment or personnel on the work. From the present outlook this project may not even be completed this year and that must not be allowed to happen.

Will you therefore please take this matter up with the contractor and impress on him that an adequate force and equipment must be placed on the project at once so as to insure its early completion.

Very truly yours,

W. H. LYNCH
District Engineer

Original sent to
W. D. [illegible]

See DA-WC 19

RECEIVED

DA-WR 11

June 23, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 7, 1943, concerning the steps taken to advise prospective bidders on the Tolo-Camp White Section, Project No. DA-WR 11 (1) that the project could not be bid in combination with the Evans Creek-Sams Valley Section, Project No. DA-WR 19 (1).

This matter was taken care of by deletion from the bid proposals, the specifications and qualification sheet providing for the submission of combination bids. No bid proposals were sent to prospective bidders prior to this change.

In accord with the request contained in your letter, five copies of revised special provision page number 21, to replace pages 21 and 22 in the bid proposals sent to you previously, are enclosed herewith. Likewise, five blueprint copies of the plan title sheet which you requested are being sent under separate cover.

Two signed copies of project agreement for Project No. DA-WR 11 are likewise enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of December 5, 1942, authorizing the advertising of bids for Oregon DA-WR 11, the Tolo-Camp White Access Road.

This approval was subject to the deletion of the reference to the bidding of this project with DA-WC 19 as covered in our phone conversation with Mr. Probert. In order to clear the records we should be furnished with revised copies of Notice to Contractors or other evidence that the contractors were notified of this change. Also revised sheets Nos. 21 and 22 of the special provisions deleting this provision should be submitted.

Will you also furnish us with a revised sketch map showing the location of this project as now being constructed. Copies of the title sheet would be acceptable.

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

2612

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUN 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

DA-WR 11

File

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER ☒
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

FOR FILING

CONSTRUCTION MACHINERY DIVISION
REF L 53 B
WAR PRODUCTION BOARD
WASHINGTON D C

SALEM OREGON
APRIL 5 1943

THE GRADING OPERATIONS ON THE TOLO-CAMP WHITE ACCESS ROAD PROJECT NO OREGON DA WR 11 (1) WITH PREFERENCE RATING AA 5 MADE AVAILABLE BY PREFERENCE RATING ORDER P 19 E SERIAL NUMBER 29857 E IS DELAYED DUE TO A BROKEN POWER UNIT WHICH OPERATES A 12 CUBIC YARD LETOURNEAU SCRAPER THE CONSTRUCTION OF THIS ACCESS ROAD IS ESSENTIAL FOR THE MOVEMENT OF MILITARY EQUIPMENT AND WAS REQUESTED AND APPROVED BY THE US ARMY THE PROJECT IS ABOUT 27% COMPLETE AND IS SCHEDULED FOR COMPLETION JUNE 30th 1943 THE COMPLETION WILL BE DELAYED UNLESS THIS LARGE SCRAPER CAN BE PUT BACK INTO SERVICE SOON

THE FOLLOWING PARTS ARE REQUIRED TO REPAIR THE LETOURNEAU DOUBLE DRUM POWER UNIT P 13339 T E AND WEIGHS ABOUT 70 POUNDS:

1 - C 337	Bearing Race	$1.35
1 - D 2378	BEARING	2.63
1 - D 4045	IDLER GEAR	28.15
1 - D 4230	PINION GEAR	25.12
1 - E 6687	BEARING	1.67
1 - L 21	SEAL	1.36
	Total	60.28

[illegible] the sum of five thousand dollars, at which amount the sender of each message represents that [illegible] value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegram or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,000 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the message is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF

SHEET NO. 2 of 2 Sheets.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

Construction Machinery Division (continued)

THE TRU MIX CONCRETE COMPANY CONTRACTOR ON THE PROJECT PLACED THEIR ORDER NO 1170 WITH THE REED TRACTOR COMPANY MEDFORD OREGON THE REED TRACTOR COMPANY SUPPLIER DO NOT HAVE THE PARTS AND INFORM US THAT AN AA 1 PREFERENCE RATING IS REQUIRED TO PROCURE THEM FROM THE MANUFACTURER

WILL YOU PLEASE GRANT AN AA 1 PREFERENCE RATING SO THAT THESE PARTS CAN BE PROCURED WIRE APPROVAL TO REED TRACTOR COMPANY MEDFORD OREGON COLLECT

R. H. BALDOCK
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

DA-WR 11

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Tolo-Camp White Access Road, Project No. DA-WR 11 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Incl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 11 (1)

TOLO-CAMP WHITE ACCESS ROAD PROJECT

IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1943

All Required		Preliminary Engineering		$ 1,000.00
All Required		Lands, Rights of Way, Easements		$ 1,800.00

CONSTRUCTION

Roadway

All Required		Clearing and Grubbing		$ 1,000.00
320	cu. yds.	Trench Excavation, Unclassified	$ 2.50	800.00
22,500	cu. yds.	General Excavation, Unclassified	0.50	11,250.00
19,500	yd. stas.	Short Overhaul	0.03	585.00
50	C-yd. stas.	Long Overhaul	0.45	22.50
37	sta.	Grader Work	20.00	740.00
1.95	miles	Finishing Roadbed and Slopes	450.00	877.50
80	lin. ft.	12" Concrete Pipe	1.72	137.60
300	lin. ft.	18" Concrete Pipe	2.55	765.00
260	lin. ft.	24" Concrete Pipe	4.35	1,131.00
70	lin. ft.	36" Concrete Pipe	8.60	602.00
64	lin. ft.	18" Concrete Siphon Pipe	3.50	224.00
8	cu. yds.	Concrete End Basins	40.00	320.00
12,000	cu. yds.	Pit-run Gravel in Base	1.10	13,200.00
1,900	cu. yds.	3/4" - 0" Granite in Leveling Course	2.25	4,275.00
600	cu. yds.	Filler	0.10	60.00
900	yd. mi.	Hauling Filler	0.05	45.00
350	M-gals.	Sprinkling	3.00	1,050.00
2.65	miles	Preparation of Base	100.00	265.00
1,050	cu. yds.	Furn. and Placing Aggregates	4.00	4,200.00
56	cu. yds.	Furn. and Placing 151-200 Asphalt	40.00	2,240.00
32	cu. yds.	Furn. and Placing RC-3 or Emulsified Asphalt	35.00	1,120.00
		Subtotal		$ 44,909.60
		10% Engr. & Cont.		4,490.96
		Total		$ 49,400.56

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 11 (1)

TOLO-CAMP WHITE ACCESS ROAD PROJECT

IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1943

All Required		Preliminary Engineering		$ 1,000.00
[illegible] Required		Lands, Rights of Way, Easements		$ 1,800.00

CONSTRUCTION

		[illegible]ng and Grubbing		$ 1,000.00
		[illegible] Excavation, Unclassified	$ 2.50	500.00
		[illegible] Excavation, Unclassified	0.50	11,500.00
		[illegible] Overhaul	0.05	[illegible].00
		[illegible] Overhaul	0.45	[illegible]
		[illegible]	70.00	740.00
		[illegible]bed and Slopes	450.00	[illegible]
		[illegible]pe	1.72	1[illegible]7.60
		[illegible]pe	2.55	765.00
		[illegible]pe	4.75	1,171.00
		[illegible]pe	4.60	407.00
		[illegible]phon Pipe	3.50	224.00
		[illegible]sins	40.00	520.00
		[illegible] Gravel in Base	1.10	13,200.00
		[illegible] - 6" Granite in Leveling Course		
900	[illegible]	[illegible]ler	2.25	4,275.00
500	M-gals.	Sealing Filler	0.10	50.00
[illegible]	miles	Sprinkling	0.05	45.00
1,050	cu. yds.	Preparation of Base	3.00	1,050.00
70	cu. yds.	Furn. and Placing Aggregates	100.00	765.00
		Furn. and Placing 151-200 Asphalt	4.00	4,200.00
56	cu. yds.	Furn. and Placing RC-3 or Emulsified Asphalt	40.00	2,240.00
			35.00	1,120.00
		Subtotal		$ 44,909.60
		10% Engr. & Cont.		4,490.96
		Total		$ 49,400.56

Bridge (Sta. 133+40 to 133+97)

140	cu. yds.	Structural Excavation	$ 5.00	$ 700.00
10	cu. yds.	Structural Excavation Below Elevations Shown	0.10	1.00
25	cu. yds.	Class "B" Concrete	35.00	875.00
5	M-FBM	Untreated Lumber in Substructure	100.00	500.00
60	lin. ft.	Untreated Lumber in Superstructure	34.00	2,040.00
		Subtotal		$ 4,116.00
		10% Engr. & Cont.		411.60
		Total		$ 4,527.60

Length of Roadway	2.651 miles
Length of 1 Bridge	.011 mile
Length of 1 Bridge (Exception)	.040 mile
Total Length	2.702 miles
Cost per mile, Roadway	$ 18,634.68

Federal Access Road Funds Requested:

Preliminary Engineering	$ 1,000.00
Lands, Rights of Way, Easements	1,800.00
Roadway	49,400.56
Structure	4,527.60
	$ 56,728.16

Funds for Maintenance: Chap. 599, laws 1939

RECEIVED
JAN 15 1943
FOR FILING

DA-WR 11

January 15, 1943

Associated Indemnity Corporation
Philip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2612, which was awarded to Tru-Mix Concrete Company, by the State Highway Commission, on December 28, 1942, covering grading, surfacing and oiling on the Tolo-Camp White Access Road, in Jackson County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RS

Secretary

RECEIVED
JAN 15 1943
FOR FILING

DA-WR 11

January 15, 1943

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2612, which was awarded to you on December 28, 1942, by the State Highway Commission, covering grading, surfacing and oiling on the Tolo-Camp White Access Road, in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JAN 8 1943
FOR FILING

FA-WR 11

January 7, 1943

Mr. Paul B. Rynning
County Engineer, Jackson County
Medford, Oregon.

Dear Mr. Rynning:

I transmitted your letter of January 4, relating to the grade line of a portion of the Tolo-Camp White Access Road, to Messrs. H. G. Smith and K. D. Lytle, with the request that they confer with you and make a report.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI
cc Mr. H. G. Smith
Mr. K. D. Lytle

L B. RYNNING
ENGINEER AND SURVEYOR
REG. CERT. NO. 798
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

January 4, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Subject: Tolo—Camp White Access Road

In looking over the profile of the proposed improvement of the Tolo Access Road, I notice that the plans call for making a cut between Stations 31 and 34. I wish to call your attention to the fact that rising ground at this point now forms a dike to prevent the over-flow of Bear Creek from running east towards Station 40, thence over-flowing fields and orchards to the north of this road. I have seen water up to elevation of approximately 1166.

The other day the water was approximately one foot deep at Station 29 and the Creek was not very high. It is not unusual for Bear Creek to over-flow at said Station 29. The bridge itself is not any too high, and if fills are made on each side of it forming a dam, the water may raise higher than usual.

Over-flow on the west side of the bridge will do no particular damage, but I am very much afraid that considerable property damage may be done if Bear Creek is dammed and waters forced over into the area between Stations 35 and 45. I, therefore, sincerely urge you to cause an investigation to be made before any construction is started at this location.

RECEIVED

I will be glad to go over the proposition with any representative which you may designate to make an investigation. I am very much concerned, because it will be up to the County to maintain the road when construction is completed.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:b

RECEIVED
DEC 30 1942
FOR FILING

SA-WR 11

December 29, 1942

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2612 which was awarded to you by the State Highway Commission on December 28, 1942, covering grading, surfacing and oiling, on the Tolo-Camp White Access Road Project, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
A. L. MONSON

RECEIVED
[illegible]
FOR FILING

DA-WR 11

STANDARD TIME INDICATED
RECEIVED AT

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(37)..

Mackay Radio · All America Cables · Commercial Cables · Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R40 (SIX) 26/23 GOVT DL=NX PORTLAND ORE 28 318P

R H BALDOCK=
STATE HIGHWAY ENGINEER (SALEM ORE)=

1942 DEC 28 PM 3 09

=REURTEL TODAY WE HEREBY CONCUR IN AWARD CONTRACT TO TRU-MIX CONCRETE COMPANY, MEDFORD, LOW BIDDERS ON OREGON DA-WR-11, TOLO CAMPWHITE ACCESS ROAD=

CAUFIELD.

TRU-MIX DA-WR-11.

MR. W. E. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR TOLO-CAMP WHITE ACCESS ROAD PROJECT TO TRU-MIX CONCRETE COMPANY OF MEDFORD. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
JAN 21 1942
FOR FILING

PAWR 11(1)

December 28, 1942

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 2.65 miles grading, surfacing and oiling, and construction of 57 feet of timber trestle on the Tolo-Camp White Access Road Project, in Jackson County. This award was based on your low bid of $49,025.60 submitted on December 18, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MB

cc - S. H. Probert
G. S. Paxson

get confirmation

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, DECEMBER 28, 1942

TRU-MIX CONCRETE COMPANY
248 MCANDREWS ROAD
MEDFORD, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, SURFACING AND OILING, AND CONSTRUCTION OF TIMBER TRESTLE ON TOLO-CAMP WHITE ACCESS ROAD PROJECT, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED DECEMBER 18, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Files

RECEIVED
DEC 28 1942
FOR FILING

AP-WB 11(1)

Dec. 24, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

In regard to the award of the contract for the Tolo-Camp White Section of the Evans Creek-Sams Valley Access Road, the matter has been discussed with the principals of the company and they advise that they own the following equipment and have made arrangements to rent the equipment shown:

1 - 75 H.P. A C Tractor & Dozer
1 - RD 7 61 H.P. " " "
1 - 45 H.P. A C " " "
1 - 12 C.Y. Carry All Scraper
1 - 3/4 C.Y. Shovel
1 - ½ C.Y. "
2 3/8 C.Y. "
2 - Crushing Plants Complete
15 - 4 C.Y. Dump Trucks
1 - Heavy Allis Chalmers Motor Grader
1 - Large Pull Grader
1 - Water Truck
1 - 10 Ton Roller
2 - Flat Bed Trucks
1 - 220 C F Compresser
1 - 105 C F "
2 - Pickups

Equipment to be Rented:

1 - D 8 - 97 H.P. Tractor
1 - D 8 - 97 H.P. Tractor & Dozer
1 - RD 7 - 61 H.P. " " "
1 - 12 C.Y. Carry All Scraper

They advise that the labor situation in the Medford vicinity is entirely changed since the construction of the cantonment and shutdown of the winter weather, and that labor is readily available at this time.

An analysis of the total Camp White projects indicate that they should readily be completed within the time limit as the following schedule indicates

TOLO - CAMP WHITE

Clearing, Grubbing, Trench Excavation, & pipe can be done by hand labor. Plenty of labor available. Will need crew of 10 to 15 men.

Start Jan. 5th. Finish in two months - about March 1st.

General Excavation 22,500 C. Y.
1 - 75 Cat and 12 C.Y. Scraper 40 x 200 - 8000 C.Y. Mo.
1 - RD 7 Cat & Dozer 40 x 200 - 8000 C.Y. Mo.
1 - D 8 Cat & 12 C.Y. Scraper 50 x 200 -10,000 C.Y. Mo.

The grading can be done in about 1 month, but due to winter weather probably cannot be entirely finished until Spring, About April 15.

Equipment can be shifted between the two jobs as conditions develop.

Grader Work & Finishing Road Bed.

1 - Large Motor Grader
1 - " Pull Blade

This work will require about 1 month and can be done from Jan. 15th, to April 15th. Graders can be used between the two jobs as required.

Timber Bridge:-

Will not require equipment except a service truck part time.

Pit run gravel and Granite leveling course 13,900 C. Y.

1 or 2 Sprinkling Trucks
1 - 3/4 C.Y. Shovel 50 C.Y. x 200 = 10,000 Month
6 - Trucks
1 - Large Motor Grader
1 - 10 Ton Roller

Start Topping March 15th and Finish May 15th.

Oil Surface Treatment:-

Will be sub-contracted.
Can start June 1st - Finish in one week.

Purchase Mineral Aggregate from Lininger

Finish by June 10th
Completion date June 30th, 1943.

The breakdown of the Evans Creek job - That also could be completed within the time limit as shown on the following schedule:-

EVANS CREEK

Clearing, Grubbing, Culvert & Drain Pipe, Sloping, etc.

Plenty of good labor now available around Medford. Will start a crew of 25 men right after 1st of year if contract is awarded.

Estimate:

1 - 45 H.P. Cat & Dozer 3 months on Clearing & Grubbing

Start in January - Finish by April 15th.

Common Excavation 86,500 C. Y.

Own -	1-75 H.P. Cat & 12 C.Y. Scraper	Av. 40 C.Y. Hr. x 200 Hrs. Mo. =	8000
"	1 -RD 7 Cat & Dozer	AV.40 C.Y. "	8000
Buy or Rent -	1 D8 Cat & 12 C.Y. Scraper	Av.50 C.Y.Hr.	10,000
" " "	1 D8 & Dozer	Av. 50 C.Y. Hr.	10,000
" " "	1 RD 7 & Dozer	Av. 40 C.Y. Hr.	8,000
			44,000

Estimate that Common Excavation can be done in two months with above equipment.

Start March 1st. Finish May 1st.

Solid Excavation 5000 C. Y.

Drill & Shoot & Move with shovel & Trucks.
1 - 220 Cu.Ft. Compressor 1 Month
1 - 3/4 C.Y. Shovel 1 Month
3 - 4 C.Y. Trucks 1 Month
Start April 1. Finish May 1.

Finishing Roadbed 8.08 Miles

Have 1 - Heavy Motor Grader
1 - Large Pull Blade

Start finishing as soon as one or two miles of grading is finished.

Start April 1. Finish May 15th.

Crushed Gravel Surfacing 17,800 Cu. Yds.

Contractors have two crushing plants and can do their own crushing or can sub the crushing to Lininger who wants to do the crushing.

Estimate that contractor can do the work with his own equipment.

(Evans Creek continued)

1 - ¾ C.Y. Shovel in Pit
2 - 4 C.Y. Trucks Haul from Pit to Crusher
1 - Crushing plant. Av. 30 C.Y. Hour 200 Hrs. Mo. 6,000
6 - 4 C.Y. Trucks Haul Cr. Gravel
1 - 4 C.Y. " Haul Waste
1 - Motor Patrol
1 or 2 Sprinkling Trucks
1 - 10 Ton Roller

Start setting up February 1st. One month to set up - 3 months to crush - Finish June 1st.

Completion date of Contract is June 30th.

I am advised that the company has completed about $400,000 worth of work at a satisfactory profit and our records indicate that they are amply financed. In view of the above analysis, I recommend the award of the contracts to the Tru-Mix Concrete Company.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

FORM [illegible] 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
DEC 2
FOR FILE

DA-WR 11 (1)

December 22, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Enclosed herewith are three executed copies of maintenance agreement for the Tolo-Camp White Access Road, Oregon Project No. DA-WR 11 (1), Jackson County, Oregon.

Also enclosed are three copies of a resolution relative to encroachments and traffic executed by the county officials. Bids were opened on this project on December 18.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

✓ J. W. Nash

RECEIVED
[illegible]
FOR FILING

DA-WR 11

December 21, 1942

County Court of Jackson County
Medford, Oregon

Gentlemen:

I am enclosing, herewith, a fully executed copy of an agreement between the State Highway Commission and Jackson County, covering the maintenance of the Tolo-Camp White Access Road, in Jackson County. This was signed by the Highway Commission on December 18, 1942.

I am sending you this copy for your records and files.

Very truly yours,

Secretary

HS

SALEM
December 21, 1942

Agreement with Jackson County re
Tolo-Camp White Access Road

Mr. Oscar Cutler
Office

I am handing you herewith for further handling four copies of an agreement with Jackson County for the maintenance of the Tolo-Camp White Access Road, in Jackson County. This agreement was signed by the Highway Commission on December 18, 1942.

I have retained the original copy for the Commission's records and files, and have forwarded one copy to the County Court of Jackson County.

Secretary

RS

DA-WR 11

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 5, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-WR 11 (1), the Tolo-Camp White Access Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award of contract will be withheld pending advice that all right of way has been secured.

Approval is subject also to the deletion of the reference to bidding of this project together with the Evans Valley project, as covered by our recent telephone conversation.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 9 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
DEC 4 1942
FOR FILING

DA-WR 11

December 4th, 1942

Public Roads Administration
P. O. Box 3900
Portland, Oregon

Subject: Yale Access Road
HPF No. DA-WR-11 (1)

Gentlemen:

We are enclosing an original and six copies of our application for a highway project preference rating to be used in securing materials necessary in construction of the above-named project. This application has been prepared in accordance with General Administrative Memorandum No. 148 and subsequent amendments thereto.

We trust that you will find it in order.

Very truly yours,

C. B. McCullough
Asst. Chief Engineer

B

RECEIVED

DA-WR 11

December 3, 1942

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Tolo-Camp White Access Road Project No. DA-WR 11 (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/EE

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 11 (1)

TOLO-CAMP WHITE ACCESS ROAD PROJECT

IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 5, 1942

All Required		Preliminary Engineering		$ 1,000.00
All Required		Lands, Rights of Way, Easements		$ 1,500.00

CONSTRUCTION

Roadway

All Required		Clearing and Grubbing		$ 1,000.00
320	cu. yds.	Trench Excavation, Unclassified	$ 2.00	640.00
22,500	cu. yds.	General Excavation, Unclassified	0.50	11,250.00
19,500	yd. sta.	Short Overhaul	0.02	390.00
50	C-yd. stas.	Long Overhaul	0.50	25.00
37	sta.	Grader Work	40.00	1,480.00
1.95	miles	Finishing Roadbed and Slopes	300.00	585.00
80	lin. ft.	12" Concrete Pipe	2.00	160.00
300	lin. ft.	18" Concrete Pipe	3.00	900.00
260	lin. ft.	24" Concrete Pipe	5.00	1,300.00
70	lin. ft.	36" Concrete Pipe	8.00	560.00
64	lin. ft.	18" Concrete Siphon Pipe	3.50	224.00
8	cu. yds.	Concrete End Basins	40.00	320.00
12,000	cu. yds.	Pit-run Gravel in Base	0.80	9,600.00
1,900	cu. yds.	3/4" - 0" Granite in Leveling Course	1.80	3,420.00
600	cu. yds.	Filler	0.50	300.00
900	yd. mi.	Hauling Filler	0.20	180.00
350	M-gals.	Sprinkling	2.00	700.00
2.65	miles	Preparation of Base	200.00	530.00
1,050	cu. yds.	Furn. and Placing Aggregates	4.00	4,200.00
56	tons	Furn. and Placing 151-200 Asphalt	35.00	1,960.00
32	tons	Furn. and Placing RC-3 or Emulsified Asphalt	35.00	1,120.00
			Subtotal	$40,844.00
			10% Engr. & Cont.	4,084.40
			Total	$44,928.40

Bridge (Sta. [illegible] to [illegible]):

140	cu. yds.	Structural Excavation	$ 2.00	$ 280.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
25	cu. yds.	Class "D" Concrete	30.00	750.00
5	M-FBM	Untreated Lumber in Substructure	100.00	500.00
60	lin. ft.	Untreated Lumber in Superstructure	35.00	2,100.00
			Subtotal	$ 3,680.00
			10% Engr. & Cont.	368.00
			Total	$ 4,048.00

Length of Roadway	2.651 miles
Length of 1 Bridge	.011 mile
Length of 1 Bridge (Exception)	.040 mile
Total Length	2.702 miles
Cost per mile, Roadway	$ 16,947.72

Federal Access Road Funds Requested:

Preliminary Engineering	$ 1,000.00
Lands, Rights of Way, Easements	1,500.00
Roadway	44,928.40
Structure	4,048.00
	$ 51,476.40

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 11 (1)

TOLO-CAMP WHITE ACCESS ROAD PROJECT

IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 3, 1942

All Required	Preliminary Engineering		$ 1,000.00
All Required	Lands, Rights of Way, Easements		$ 1,500.00

CONSTRUCTION

Roadway

All Required		Clearing and Grubbing		$ 1,000.00
320	cu. yds.	Trench Excavation, Unclassified	$ 2.00	640.00
22,500	cu. yds.	General Excavation, Unclassified	0.50	11,250.00
19,500	yd. sta.	Short Overhaul	0.02	390.00
50	C-yd. stas.	Long Overhaul	0.50	25.00
37	sta.	Grader Work	40.00	1,480.00
1.95	miles	Finishing Roadbed and Slopes	300.00	585.00
80	lin. ft.	12" Concrete Pipe	2.00	160.00
300	lin. ft.	18" Concrete Pipe	3.00	900.00
260	lin. ft.	24" Concrete Pipe	5.00	1,300.00
70	lin. ft.	36" Concrete Pipe	8.00	560.00
64	lin. ft.	18" Concrete Siphon Pipe	3.50	224.00
8	cu. yds.	Concrete End Basins	40.00	320.00
12,000	cu. yds.	Pit-run Gravel in Base	0.80	9,600.00
1,900	cu. yds.	3/4" - 0" Granite in Leveling Course	1.80	3,420.00
600	cu. yds.	Filler	0.50	300.00
900	yd. mi.	Hauling Filler	0.20	180.00
350	M-gals.	Sprinkling	2.00	700.00
2.65	miles	Preparation of Base	200.00	530.00
1,050	cu. yds.	Furn. and Placing Aggregates	4.00	4,200.00
56	tons	Furn. and Placing 151-200 Asphalt	35.00	1,960.00
32	tons	Furn. and Placing RC-3 or Emulsified Asphalt	35.00	1,120.00
			Subtotal	$40,844.00
			10% Engr. & Cont.	4,084.40
			Total	$44,928.40

Bridge (Sta. 133+40 to 133+97)

140	cu. yds.	Structural Excavation	$ 2.00	$ 280.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
25	cu. yds.	Class "B" Concrete	30.00	750.00
5	M-FBM	Untreated Lumber in Substructure	100.00	500.00
60	lin. ft.	Untreated Lumber in Superstructure	35.00	2,100.00
			Subtotal	$ 3,680.00
			10% Engr. & Cont.	368.00
			Total	$ 4,048.00

Length of Roadway	2.651 miles
Length of 1 Bridge	.011 mile
Length of 1 Bridge (Exception)	.040 mile
Total Length	2.702 miles
Cost per mile, Roadway	$ 16,947.72

Federal Access Road Funds Requested:

Preliminary Engineering	$ 1,000.00
Lands, Rights of Way, Easements	1,500.00
Roadway	44,928.40
Structure	4,048.00
	$ 51,476.40

Estimate of Materials Required for Roadway (To Accompany [illegible])

Starting Date (Est.) ____

Completion Date (Est.) ____ Project [illegible] 11 (1)

Estimated Total Cost Roadway $ 44,928.40 ____ Length: Miles 2.651

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	80	6	Metal culvert pipe	Lin.	300
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	21,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	LFt.					

PR 46

Roadway

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1943 State Oregon

Completion Date (Est.) June 30, 1943 Project No. DA-WR 11 (1)

Estimated Total Cost Roadway $ 44,928.40 Length: Miles 2.691

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	80				
2	Aggregates	Cy.		6	Metal culvert pipe	Lb.	300
3	Bituminous mat.	Gal.	21,000	7	Reinforcing steel	Lb.	
4	Lumber	M.		8	Structural steel	Lb.	
5	Timber piling	Lft.		10	Explosives	Lb.	

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1943

State Oregon

Completion Date (Est.) June 30, 1943

Project No. DA-WR 11 (1)

Estimated Total Cost Bridge $ 4,048.00

Length: Miles .011

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	40				
2	Aggregates	Cy.		6	Metal culvert pipe	Lb.	
3	Bituminous mat.	Gal.		7	Reinforcing steel	Lb.	
4	Lumber	M.	25	8	Structural steel	Lb.	
5	Timber piling	Lft.		10	Explosives	Lb.	

TOLO-CAMP WHITE ACCESS ROAD

PROJECT NO. DA-WR 11 (1)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

December 3, 1942

FS-3 (1) Southwest Boardman Flight Strip
Morrow County 1943

#2613

M

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JUL 10 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division Eight

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS - 3 (1)

July 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-3(1)
Boardman Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 10 1945
OREGON
STATE HIGHWAY COMMISSION

Jeon

Wa 4pr 17158

Oregon Flight Strip Project No. FS 3(1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 28, 1943, by the Oregon State Highway Commission, and on July 26, 1943, by the Federal Works Administrator, as amended by modifications of project agreement signed on November 8, 1943 and June 30, 1944 by the State Highway Department, and on December 4, 1943 and June 30, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 3(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications and estimate to provide for additional post construction during the existing emergency and further adjustment of quantities found necessary during construction, and by reason thereof has requested that the approved estimate of cost be reduced from $318,500.00 to $317,550.09, and that the Federal funds approved and set aside to the credit of the project be reduced from $318,500.00 to $317,266.76.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred seventeen thousand, two hundred sixty-six and 76/100 dollars ($317,266.76) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

"(a) By the State: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 198, laws 1943."

Clause (d) of Article III shall be revised to read:

"(d) It is hereby mutually agreed that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred seventeen thousand, two hundred sixty-six and 76/100 dollars ($317,266.76), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred seventeen thousand, five hundred fifty and 09/100 dollars ($317,550.09), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 12, 1945, and the Administrator on JUN 19 1945.

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

Attest
SECRETARY

DISTRICT ... RECEIVED

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 3(1).

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~highway~~ flight strip designated in the records of this Agency as Flight Strip Project No. FS 3(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $317,550.09 in lieu of the $318,500.00 approved by Certificate dated June 30, 1944 as the total estimated cost of said project, and the sum of $317,266.76 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUN 19 1945

Federal Works Administrator,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

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JUN 7 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

FS-3 (1)

June 4, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for signature and return to this office for Boardman Flight Strip, Oregon FS-3(1).

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

As the modification must be completely executed by June 30, 1945, will you give this matter your immediate attention in order that we may forward it to our Washington Office in time.

Very truly yours,

W. H. LYNCH
Division Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

Encls.

RECEIVED
JUN 5 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

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MAY 17 1945
FOR FILING

FS 3(1)

May 17, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Boardman Flight Strip, Project No. FS 3 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3(1)

BOARDMAN FLIGHT STRIP

IN MORROW COUNTY

(Estimate as basis for modified agreement. Based on final construction costs and estimated post construction costs to June 30, 1946.)

Salem, Oregon, May 12, 1945

Preliminary Engineering	$ 1,938.01
Construction	301,612.08
Post Construction	14,000.00
	$317,550.09

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,927.06
Construction	301,339.70
Post Construction	14,000.00
	$317,266.76

CONFIRMATION

M

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FOR FILING

FS -3

LONGRAM

F[illegible]AL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Public Roads Administration

Portland, Oregon
May 11, 1945

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

REPLY COLLIER MAY THIRD AND STIFFLERS TELEPHONE NINTH RE GENERATOR OREGON FS-3. WASHINGTON WIRES COST OF LIGHT FACILITIES CONSIDERED OPERATIONAL RESPONSIBILITY OF THE ARMY AIR FORCES AND CANNOT BE CHARGED TO POST CONSTRUCTION

Caufield

Paid Gov't Rate

RECEIVED
MAY 12 1945
SALEM
STATE HIGHWAY COMMISSION

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NOV [illegible] 1944
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FS-3 (1)

July 31, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-3(1)
Boardman Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
AUG 1 1944
OREGON
STATE HIGHWAY COMMISSION

Ira

#a4 pv-17158

Oregon Flight Strip Project No. FS 3 (1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 28, 1943, by the Oregon State Highway Commission, and on July 26, 1943, by the Federal Works Administrator, as amended by Modification of Project Agreement signed on November 8, 1943, by the Oregon State Highway Commission and on December 4, 1943, by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 3 (1); and

WHEREAS, the Highway Department of the State of Oregon has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for additional post construction work during the period of the existing emergency, and by reason thereof has requested that the approved estimate of cost and the Federal funds approved and set aside to the credit of the project be increased from $313,500.00 to $318,500.00, all of which is to be paid from Federal funds made available for such work.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said survey, plans, specifications, and estimates, and the sum of three hundred eighteen thousand, five hundred and 00/100 dollars ($318,500.00) as the share of the United States payable under said act on account of said project, which is the total estimated cost thereof;"

To Article III shall be added clause (d) to read:

> "(d) It is hereby mutually agreed that the post construction work provided for by this agreement shall include work performed through the fiscal year 1945, subject to the condition that payment of Federal funds shall be made before June 30, 1945 for all post construction work performed; and provided further that payment of Federal funds shall not be made for post construction work performed beyond the duration of the emergency declared by the President May 27, 1941.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred eighteen thousand, five hundred and 00/100 dollars ($318,500.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 30, 1944, and the Administrator on JUN 30 1944.

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

Attest
Secretary

By A W Schaupp
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 3(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~highway~~ designated in the records of this Agency as Flight Strip Project No. FS 3(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $318,500.00 in lieu of the $313,500.00 approved by Cert. dated Dec. 4, 1943 as the total estimated cost of said project, and the sum of $318,500.00/ as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______ 44

one thousand nine hundred and ______

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
JAN 28 1944
FOR FILING

FS 3

January 26, 1944

Boardman Flight Strip

Mr. W. H. Lynch, District Engineer
Public Roads Administration
P. O. Box 3600
Portland 8, Oregon

Dear Sir:

Referring to your letter of January 8th we find there has been a change in the Commander of the Walla Walla Air Base and Major Thomas Roach, Air Corps Commanding, now writes as follows:

> "In answer to your letter of January 17, 1944, please be informed that due to the shortage of personnel and equipment at this Base and the fact that a contract has been negotiated with the state of Oregon for snow removal and maintenance of the Boardman Flight Strip, it is not contemplated that any further action be taken at present."

We will now maintain this strip according to the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB
EAC:FW
cc: S. H. Probert
E. A. Collier

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FEB 10 1944
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-3

January 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-3(1)
Boardman Flight Strip

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 18 1944
OREGON
STATE HIGHWAY COMMISSION

Jon

Oregon Flight Strip Project No. FS 3(1). WA4 pr-17158

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 28, 1943 by The Oregon State Highway Commission, and on July 26, 1943 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Cong.), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 3(1); and

WHEREAS, the Highway Department of the State of Oregon has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for adjustment of quantities found necessary during construction, for additional improvements required, and for post construction purposes during the period of the existing emergency, not to exceed one year but subject to extension during said emergency, and by reason thereof has requested that the approved estimate of cost be decreased from $323,863.00 to $313,500.00, all of which is to be paid from funds made available under the above-mentioned section of the Defense Highway Act of 1941.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of three hundred thirteen thousand, five hundred and 00/100 dollars ($313,500.00) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof."

To Article III shall be added clause "c" to read:

"(c) It is hereby mutually agreed that construction and post construction shall be considered as separate units of the project and that each unit may proceed to final completion, inspection, and acceptance independently of the other unit, and final payment of Federal funds may be made on each unit after such final completion, inspection, and acceptance.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred thirteen thousand, five hundred and 00/100 dollars ($313,500.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Nov. 8 1943, and the Administrator on DEC 4 1943.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By T.H. Banfield
Chairman, State Highway Commission

By A.W. Schaupp
Member, State Highway Commission

By M.R. Chessman
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W.J. O'Leary
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 3(1).

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~[illegible]~~ designated in the records of this Agency as Flight Strip Project No. FS 3(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 313,500.00 in lieu of the $323,863. approved by Certificate dated July 26, 1943 as the total estimated cost of said project, and the sum of $ 313,500.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and DEC 1 1943

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

1944

File

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JAN 1[illegible] 1944
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FS-3

January 8, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. E. A. Collier

Dear Sir:

Reference is made to recent telephone conversation with Mr. T. M. Davis of this office and to Division Engineer Van Scoy's letter to you of January 5, 1944, and your reply of January 5, all relative to snow removal on the Boardman Flight Strip, Oregon FS-3(1).

We have no objection to the Army doing the maintenance on this flight strip. However, since we have an agreement with you to do the work, we would suggest that you obtain a letter from Major Smith that they will take care of the maintenance as outlined in their conversation with Mr. Van Scoy.

Very truly yours,

W. H. LYNCH
District Engineer

ED
DE FRANCE

RECEIVED
10

~~REFERRED TO~~
~~Collier~~
see me re this?

.OT.
A. CO

File

original sent to Mr. Collier

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

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JAN 6 1944
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FS - 3

January 5, 1944

IN REPLY PLEASE REFER TO FILE NO.

Boardman Flight Strip

Mr. Paul Van Scoy
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

I called Tom Davis, P. R. A., in regard to snow removal on the Boardman Flight Strip. Mr. Davis will take it up, and advise us later. In the meantime, I approve your suggestion to do no work there until the Army asks.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
2 copies
cc: T. M. Davis, P.R.A., P. O. Box 3900, Portland 8, Oregon
Encl.
R. H. Baldock ✓
Encl.
S. H. Probert
Encl.

C
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P
Y

FORM E-30 25M 8-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 30, 1943

SUBJECT: Re: Maintaining West Boardman Flight Strip

To: Mr. E. A. Collier
Maintenance Engineer
Salem, Oregon

Dear Sir:

Major Smith, Post Engineer at Walla Walla, says that he has men on the ground to operate and maintain the West Boardman Flight Strip.

It is possible that a division of authority exists between the Army and P.R.A.

We do not believe it advisable for us to remove snow on this field, as the Army apparently does not wish such maintenance from our organization.

Will you kindly advise us.

Very truly yours,

Paul Van Scoy (signed)

PAUL VAN SCOY
Division Engineer

PVS/fc
cc
cc C. H. Armstrong

T. M. Davis, P.R.A., P. O. Box 3900, Portland 8, Oregon
R. H. Baldock
S. H. Probert

RECEIVED
NOV 10 1943
FOR FILING

FS-3

November 9, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Boardman Flight Strip, Project No. FS 3 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/GS

Encl.

FS-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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NOV 1 [illegible]
FOR FILING

November 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A modification of the agreement for Oregon Flight Strip Project FS-3, Boardman, in Morrow County, based on your estimate of October 6, 1943, for approximate final construction costs, plus $9,000.00 for post construction expenditures, has been prepared.

This modification will release Federal funds needed to complete the financing of the Aurora Flight Strip, Oregon FS-1(1), as now proposed.

We are forwarding herewith two copies of the proposed modification of agreement for signature and return to this office, together with one copy of the agreement estimate for your files.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

Jm

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NOV - 3 1943
STATE HIGHWAY COMMISSION

R. H. Baldock

FS-3

Sept. 7, 1943.

FINAL COST ANALYSIS

NOTED
State Highway Engineer

Southwest Boardman
Flight Strip
Contract #2613

Grade, Surface and Asphaltic Conc. Pavement - Boardman-Stanfield
E.C.Hall & J.C.Compton, Contractors
W. S. Hodge, Resident Engineer

Highway - Prefix
25-1012-201 (46)

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Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 645.00	All				$ 6,000.00
General Excavation,Unclass.	44,218.00	83,919.8	Cu.Yds.	0.53	0.90	75,527.82
Finishing & Trimming Earthwork	9,865.00	All				14,000.00
18" Concrete Pipe	66.60	36	Lin.Ft.	1.85	5.00	180.00
Pitrun Gravel in Subbase	54,175.16	52,091.5	C.Y.	1.04	1.40	72,928.10
1" O" Gravel in Base & Shoulders	25,633.96	17,204	"	1.49	2.00	34,408.00
½" - O" Gravel in Binder Sourse	959.76	558	"	1.72	3.00	1,674.00
Sprinkling	2,459.47	1,294.46	M-Gal	1.90	3.00	3,883.38
Preparation of Base	1,142.50	All				2,500.00
Furnish & Place RC-3 Asphalt in Binder Course	2,500.10	97.28	Ton	25.70	35.00	3,404.80
Class "B" Asphaltic Conc.	47,953.50	8,563.125	"	5.60	7.00	59,941.88
Furnish & Place Emulsified Asphalt in Seal Coat	1,593.41	61.403	"	25.95	35.00	2,149.11
Furnish & Place Aggregate in Seal Coat	634.23	261	"	2.43	5.00	1,305.00
Woven Wire Stock Fence	2,312.73	1,090.91	Rod	2.12	5.00	5,454.55
Wood Gate in Stock Fence	14.50	1	Each	14.50	35.00	35.00
Wind Cones	118.25	1	"	118.25	100.00	100.00
Supplementary Agreement						
General Excavation	2,148.80	2,528	C.Y.	0.85	0.90	2,275.20
Screened Gravel & /or Rock Fragments in Back Fill	2,391.69	2,277.8	"	1.05	1.40	3,188.92
12" Concrete Culvert Pipe	779.70	678	Lin.Ft.	1.15	2.00	1,356.00
18" Concrete Culvert Pipe	66.60	36	Lin.Ft.	1.85	5.00	180.00
PA#1-4" Concrete Conduit	170.50	310	" "	0.55	1.25	387.50
PA#2 Paving Asphalt 85-100	185.73	8,695	Ton	21.36	21.36	185.73
PA#2-18" Concrete Pipe	12.15	9	Lin.Ft.	1.35	1.00	9.00
PA#3-¼"-O" Screen Rejects on Road	66.15	63	C.Y.	1.05	2.90	182.70
Deductions						
Material Furnished Contractor by the State		3.9	M-FBM		14.00	- 54.60
	200,113.49					291,202.09

Gross Revenue $291,202.09
Total Cost 200,113.49
Net Profit 91,088.60

Net Profit Equals 31.3 % of Gross Revenue

64 B0190F

SOUTHWEST BOARDMAN FLIGHT STRIP

Labor:

Supervision	$ 14,730.62
Labor	67,377.61
State Industrial Accident Insurance	4,534.37
Unemployment Comp. & Social Security Ins.	3,122.40
	$ 89,765.00

Materials:

12" Concrete Pipe	678	L.Ft.	at	0.85	$ 576.30
18" " "	73	"	"	1.35	98.55
4" " Conduit	310	"	"	0.35	108.50
Lumber					655.00
Asphalt	670.2	Ton	"	18.70	12,532.74
Woven Wire Fence	1,090	Rod	"	0.45	486.00
Barbed Wire	3,270	"	"	0.032	103.68
Staples	300	Lbs.	"	0.08	24.00
Steel stay Wire	100	"	"	0.08	8.00
Nails	100	"	"	0.08	8.00
Fence Posts	152	each	"	0.45	68.40
Wind Cone	1	"	"	68.25	68.25
					$ 14,737.42

Equipment Rental, Supplies & Misc:

Equipment Rental	$ 50,722.00
Gas, Oil & Grease	15,110.00
Small Tools and Misc. Supplies	4,250.00
Freight on Move in of equipment	8,062.58
Freight, Misc.	373.04
PL and PD Insurance	422.30
Field Office Expenses	1,254.36
Truck License	347.35
PUC FEES	421.40
Overhead and Home Office	9,770.67
Loss on Cook House	2,693.37
Bond	2,184.00
	$ 95,611.07

REMARKS:

This project was a "Federal Flight Strip Project," consisting of the clearing and grading of approximately 100 acres of flight strip area, the placing of 55,000 cu. yds. of pit run gravel base and 16,000 cu. yds. of crushed gravel base, shoulders and surfacing, the placing of 8,600 tons of asphaltic concrete pavement and the construction of 1.0 mile of access road. The contract was awarded Dec. 31, 1942, the contractor began operations Jan. 4, 1943 and finished May 29, 1943.

Grading equipment used on the project consisted of carryalls and dozers with RD-8 tractors, Euclid dump wagons and blades and rollers. It was anticipated that a considerable amount of the excavation would require shooting but the contractor was able to rip all hard-pan and rock dikes that required excavating. Due to the contractor's ability to move all yardage without shooting a considerable saving was effected on grading costs over and above their anticipated costs at the time of bidding. Excellent progress was maintained on grading as the contractors had sufficient equipment to insure a high daily average.

Subbase materials were placed with shovel and 24 trucks with a daily average of approximately 2000 cu. yds. of material laid in 2 eight hour shifts. All crushed rock for leveling course and asphaltic concrete aggregate was produced by E. C. Hall's crushing plant. A high hourly output and a minimum of breakdown time enabled the plant to produce all material as required by the other operations. Gravel for subbase, leveling course and aggregate for the asphaltic concrete was obtained from a pit located along the Columbia River about 2.5 miles West of Boardman.

Asphaltic concrete pavement was placed by J. C. Compton, using his large paving plant, spreader, one blade, two rollers and ten trucks. Working one shift 8,563 tons of asphaltic concrete was laid in 25 working days, high daily run for the project was 951 tons.

Labor costs on this project were high, all classes of labor receiving an average of $77.00 per week, with some grades of skilled labor receiving as much as $175.00 and some semi-skilled as much as $125.00. However, the contractors anticipated higher labor costs, higher material costs and lost time due to increased difficulty in obtaining materials and repair parts and an allowance was made in bid prices for increased costs and overhead.

Good weather thruout the time of construction allowed the contractors to proceed with a minimum of down time and was a contributing factor in the excellent progress made.

High bid prices, the best of equipment and supervision plus a thorough knowledge of the work to be performed allowed the contractors to make a profit of 31.3% on the project.

E. H. Clymer,
Cost Analyst.

By
C. E. Paulsen.

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AUG 25 1943
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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-3

August 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-3 (1)
Southwest Boardman Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

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AUG 23 1943
OREGON
STATE HIGHWAY COMMISSION

Wayne 17158.

Form P. R. 2

State Oregon

Flight Strip

Project No. FS 3(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of June, 1943 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved November 19, 1941 (Pub. No. 295 - 77th Congress);

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of December 1942; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred twenty-three thousand, eight hundred sixty-three and 00/100 dollars ($323,863.00) as the share of the United States payable under said act on account of ~~Sections~~ ______ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State .... (Include date and citation of act of legislature by which authorized)

(*b*) From other sources by the Federal Government, pursuant to Section 8 of the Act approved November 19, 1941 (Public No. 295 - 77th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following [illegible] flight strip:

~~Between~~ Boardman Flight Strip, south of Federal-aid Route 1, in T. 4 N., R. 24 E., W.M.

..........................., ~~length~~ .... ~~miles~~ in Morrow County,

being ~~Section~~ .... at Oregon Flight Strip .... project No. FS 3(1)., [illegible]

[illegible] .... [illegible]

[illegible]

RECEIVED

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) This agreement is entered into in accordance with the provisions of Section 8 of the Defense Highway Act of 1941 approved November 19, 1941 (Pub. No. 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Sections~~ .... ~~of~~ said project shall not in any event exceed the sum of three hundred twenty-three thousand, eight hundred sixty-three and 00/100 dollars ($ 323,863.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ .... is .... ~~dollars ($..........)~~ the approved total estimated cost of ~~Sections~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to .... The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .... (Include reference to statute authorizing funds and provide amount annually available)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

JUL 26 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission.
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11279

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip ~~[illegible]~~ designated in the records of this Agency as Flight Strip Project No. FS 3(1)

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 323,863.00 as the total estimated cost of said project, and the sum of $ 323,863.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and JUL 26 1943

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

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FS - 3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 17, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9429	2613	7	E. C. Hall Co., & J. C. Compton	$8,683.10	R244383	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By Ruth Rawlings
Bookkeeping Dept.

OK release warrant

Approved
Secretary

NOTED
RUTH SMITH

FS - 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FS-3(1), Southwest Boardman Flight Strip, was made by a representative of this office on July 9, 1943. Prompt submission of the final voucher and of customary copies of the construction contract will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer
By L Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
JUL 28 1943
OREGON
STATE HIGHWAY COMMISSION

FS-3

July 24, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc.
406 Title & Trust Bldg.,
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2613 for work on the Southwest Boardman Flight Strip Section, in Morrow County, has been completed by the contractor, E. C. Hall Co. & J. C. Compton, and that final payment in the amount of $8,085.10 will be made on or after August 3, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $291,206.08 and that no force account work was performed therein. This contract was completed on May 29, 1943 and accepted by the Commission on June 16, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
RUTH SMITH

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FS - 3

July 8, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc.,
406 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co. & J. C. Compton, on contract No. 2613, covering grading and paving on the Southwest Boardman Flight Strip, in Morrow County. This payment, in the amount of $13,123.68, will be made on or after July 19, 1943. The retained percentage is $8,737.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

EB

Secretary

Form E-1—5M—4-42

F5 - 3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 19 43

Section Boardman Flight Strip

Kind of work Grading and Paving

Highway

Section prefix 25 -1012

Contractor Hall and Compton

Contract number 2613

Date of contract Dec. 21, 19 42

Date of completion May 31, 19 43

Date work started Jan.13, 19 43

Estimated date of completion May 29, 19 43

Amount of contract $ 290,785.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 291,886.89

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8891.97, 51.00 %

Date project was completed May 29, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked the majority of the time the past week on The Morrow County-Stanfield Section checking the semi-final estimate. We spent one half day in the field checking some items. We expect to have this checking completed by next Tuesday.

RECEIVED
1943
ENGINEER

Signed A. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

STATE PRINTING DEPT.

FS-3

June 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 30, 1943, requesting estimates for revising Oregon FS-2, Rome, and FS-3, Boardman, to Type 6R. You kindly answered our request by letter of April 3.

It now appears that the Commanding General, Second Air Force, suggests that Oregon Projects FS-2, Rome, and FS-3, Boardman, be extended to Type 5R design which requires a gross load of 74,000# or wheel load of 37,000#, length 5,000 ft., corrected for altitude.

We would appreciate your review of the conditions at these two flight strips and advise us of what changes you would suggest to bring them to the loading capacity of the 5R design, also your estimate as to probable cost including the increased length, which would be 1000 ft. at each flight strip.

It is our understanding this is to be discussed with the Second Air Force in the near future and we would very much appreciate an early reply.

L. FS-2

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

FS-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon FS-3 (1), Boardman Flight Strip.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUN 19 1943
OREGON
STATE HIGHWAY COMMISSION

Jo

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-3

June 8, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before forwarding the proposed agreement estimate of June 5, 1943, for the Boardman Flight Strip, Oregon FS-3(1), we cut off the odd fifty cents from the contingency item to keep within the funds available, making the total cost $323,863.00.

If this is not satisfactory, please advise.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 9 - 1943
OREGON
STATE HIGHWAY COMMISSION

Tom

FS-3

June 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Boardman Flight Strip, Project No. FS 3 (1).

In accord with the suggestion contained in your letter of April 28, 1943, the item of "Lands, Rights of Way, Easements, Etc.," has been included in the estimate in the amount of $1,000.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/EE

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1943

All Required	Preliminary Engineering		$ 3,000.00
All Required	Lands, Rights of Way, Easements, Etc.		1,000.00

Construction

All Required	Clearing and Grubbing		$ 6,000.00
87,000 cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
All Required	Finishing and Trimming Earthwork		14,000.00
40 lin. ft.	18" Concrete Pipe	5.00	200.00
55,000 cu. yds.	Pit-run Gravel in Subbase	1.40	77,000.00
16,000 cu. yds.	1" - 0" Gravel in Base and Shoulders	2.00	32,000.00
550 cu. yds.	¾" - 0" Gravel in Binder Course	3.00	1,650.00
2,200 M-gals.	Sprinkling	3.00	6,600.00
All Required	Preparation of Base		2,500.00
90 tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	3,150.00
8,600 tons	Class "B" Asphaltic Concrete	7.00	60,200.00
60 tons	Furn. & Placing Emulsified Asphalt in Seal Coat	35.00	2,100.00
270 tons	Furn. & Placing Aggregates in Seal Coat	5.00	1,350.00
1,100 rods	Woven Wire Stock Fence	5.00	5,500.00
1 only	Wood Gate in Stock Fence	35.00	35.00
2 only	Wind Cones	100.00	200.00
		Subtotal	$290,785.00
		10% Engr. & Cont.	29,078.50
		Total	$319,863.50
	Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Lands, Rights of Way, Easements, Etc.	1,000.00
Construction	319,863.50
	$323,863.50

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. Probert

Dear Sir:

We are herewith returning project agreement estimate for Oregon FS-3(1), the Boardman Flight Strip.

As covered in telephone conversation, it is suggested that the item of right of way - $1000.00, as shown on the approved P.S.& E. estimate, be included in this project agreement estimate. It is our belief that the item of right of way might well be called "Lands, Right of Way, or Easements", as was shown on the P.S.& E. estimate for Oregon DA-RM 7, and as such could be used for gravel pits, etc.

Our total setup for this project has been carried at $323,863.50.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
APR 29 1943
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required		Preliminary Engineering		$ 3,000.00
Construction				
All Required		Clearing and Grubbing		$ 6,000.00
87,000	cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
All Required		Finishing and Trimming Earthwork		14,000.00
40	lin. ft.	18" Concrete Pipe	5.00	200.00
55,000	cu. yds.	Pit-run Gravel in Subbase	1.40	77,000.00
16,000	cu. yds.	1" - 0" Gravel in Base and Shoulders	2.00	32,000.00
550	cu. yds.	½" - 0" Gravel in Binder Course	3.00	1,650.00
2,200	M-gals.	Sprinkling	3.00	6,600.00
All Required		Preparation of Base		2,500.00
90	tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	3,150.00
8,600	tons	Class "B" Asphaltic Concrete	7.00	60,200.00
60	tons	Furn. & Placing Emulsified Asphalt in Seal Coat	35.00	2,100.00
270	tons	Furn. & Placing Aggregates in Seal Coat	5.00	1,350.00
1,100	rods	Woven Wire Stock Fence	5.00	5,500.00
1	only	Wood Gate in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00

Subtotal	$290,785.00
10% Engr. & Cont.	29,078.50
Total	$319,863.50

Length 1.515 miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

RECEIVED
2 1943
DISTRICT 1

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required		Preliminary Engineering		$ 3,000.00
Construction				
All Required		Clearing and Grubbing		$ 6,000.00
87,000	cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
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1,100	rods	Woven Wire Stock Fence	5.00	5,500.00
1	only	Wood Gate in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00
			Subtotal	$290,785.00
			10% Engr. & Cont.	29,078.50
			Total	$319,863.50
		Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required	Preliminary Engineering		$ 3,000.00
Construction			
All Required	Clearing and Grubbing		$ 6,000.00
87,000 cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
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16,000 cu. yds.	1" - 0" Gravel in Base and Shoulders	2.00	32,000.00
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2 only	Wind Cones	100.00	200.00
		Subtotal	$290,785.00
		10% Engr. & Cont.	29,078.50
		Total	$319,863.50
	Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required		Preliminary Engineering		$ 3,000.00
Construction				
All Required		Clearing and Grubbing		$ 6,000.00
87,000	cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
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2,200	M-gals.	Sprinkling	3.00	6,600.00
All Required		Preparation of Base		2,500.00
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2	only	Wind Cones	100.00	200.00
			Subtotal	$290,785.00
			10% Engr. & Cont.	29,078.50
			Total	$319,863.50
		Length	1.515 miles	

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Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required	Preliminary Engineering		$ 3,000.00

Construction

All Required	Clearing and Grubbing		$ 6,000.00
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All Required	Finishing and Trimming Earthwork		14,000.00
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		Subtotal	$290,785.00
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		Total	$319,863.50
	Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required	Preliminary Engineering		$ 3,000.00

Construction

All Required		Clearing and Grubbing		$ 6,000.00
87,000	cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
All Required		Finishing and Trimming Earthwork		14,000.00
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Subtotal	$290,785.00
10% Engr. & Cont.	29,078.50
Total	$319,863.50

Length 1.515 miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

FOR FILING

FS-3

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Boardman Flight Strip, Project No. FS 3 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required	Lands, Rights of Way, Easements, etc.		1,000.00
All Required	Preliminary Engineering		$ 3,000.00
Construction			
All Required	Clearing and Grubbing		$ 6,000.00
87,000 cu. yds.	General Excavation, Single Classification	$ .90	78,300.00
All Required	Finishing and Trimming Earthwork		14,000.00
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270 tons	Furn. & Placing Aggregates in Seal Coat	5.00	1,350.00
1,100 rods	Woven Wire Stock Fence	5.00	5,500.00
1 only	Wood Gate in Stock Fence	35.00	35.00
2 only	Wind Cones	100.00	200.00
	Subtotal		$290,785.00
	10% Engr. & Cont.		29,078.50
	Total		$319,863.50
Length		1.515 miles	

Federal Flight Strip Funds Requested:

Lands, Rights of Way, Easements, etc.	1,000.00
Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50
	323,863.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required	Preliminary Engineering		$ 3,000.00
Construction			
All Required	Clearing and Grubbing		$ 6,000.00
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2 only	Wind Cones	100.00	200.00
		Subtotal	$290,785.00
		10% Engr. & Cont.	29,078.50
		Total	$319,863.50
	Length	1.515 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	319,863.50
	$322,863.50

FS - 3

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(28)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

- DL = Day Letter
- NT = Overnight Telegram
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR186 8 COLLECT XC=PENDLETON ORG 29 218P

H G SMITH=

1943 MAY 29 PM 2 29

CONST ENGR O S HIGHWAY COMM

RECEIVED
JUN [illegible]
FOR FILING

BOARDMAN FLIGHT STRIP COMPLETED MAY 29 1943=

W S HODGE.

NOTED
State Highway Engineer

1991
No.
By VS 845
To Be

Tues Morning Delvy

29 943.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
APR 30 1943
FOR FILING

FS-3

Salem, Oregon
April 29, 1943

Mr. Paul Van Scoy
Highway Division Engineer
La Grande, Oregon

Dear Sir:

In connection with our federal aid agreements, we should have a revised and accurate estimate of the cost of the Boardman Flight Strip Project, including engineering and incidentals of all kinds.

Please let us have such an estimate within the next few days.

If there is to be any overrun of the federal fund set-up, we must know it at once, so that arrangements for additional funds may be made or the work cut back to fit the present set-up.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
E. G. Bickmore

RECEIVED
APR 14
FOR FILING

FS-3

April 10, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

E. C. Hall and J. C. Compton, contractors on the Boardman Flight Strip Project, Oregon FS-3, have been unable to procure the two wind cone assemblies required in the construction of this project.

The contractors placed their Order E 8543 with the Graybar Electric Company, Portland, Ore. The Graybar Electric in turn placed their order MA 12790X with the Crouse-Hinds Company, Syracuse, New York. The Crouse-Hinds Company advise their Order 4764 for wind cone assembly, Catalog No. WC 3555, less lighting fixtures, cannot be manufactured or shipped without special authority from the War Production Board in accordance with WPB Order L 235. On March 24th, the Crouse-Hinds Company filed an appeal with the WPB for permission to furnish the material listed on the order. Permission to furnish the material was denied by the WPB on March 29th.

The contractor notified the Oregon State Highway Commission that they were unable to procure the wind cones and on March 31,1943 we sent the following wire to the War Production Board:

> "Two wind cones are required for the Boardman Flight Strip Project No. Oregon FS 3. Hall and Compton, contractors, Eugene, Oregon who are constructing this airport placed their order E 8543 with the Graybar Electric Company, Portland, Oregon. The Graybar in turn placed the order MA 12790X with the Crouse-Hinds Company, Syracuse, N.Y. The Crouse-Hinds Company advise their estimate 4764 for wind cone assembly catalogue No WC 43555 less Lighting Fixtures cannot be shipped without special authority from the War Production Board in accordance with Order L 235.
>
> This project has an AA 4 preference rating made available by preference Order P 19 E Serial No. 52126 E. The flight strip will be completed in June 1943 if the two wind cone assemblies valued at $68.25 each are made available. This flight strip is near a bombing range and is required by the U. S. Army.
>
> Will you please grant the necessary authority so that the two wind cone assemblies can be procured."

In reply to our telegram we received the following wire from the War Production Board April 9, 1943:

> "REURTEL MARCH 31. Crouse-Hinds Company's request for authorization two lighted wind cones denied March 27, account Army Air Forces suggest your ordering one wind cone less lighting fixture. No further authorization L-235 required."

Albert A. Fox Administrator L-235 Building
Materials Division War Production Board.

Apparently this telegram gives the Crouse-Hinds Company authority to manufacture and ship only one wind cone assembly without lighting fixture.

We are in receipt of your letter dated April 10th, with reference to lighting equipment for the Rome, Boardman and Alkali Lake Flight Strip which indicates that one lighted wind cone will be supplied by the Army for the Boardman Flight Strip.

Are the two wind cones, without lighting fixtures, required in addition to the lighted wind cone which will be supplied by the Army, or will one wind cone without lighting fixtures and the lighted wind cone which will be supplied by the army be adequate.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

R

FS-3

Charge to the account of ______ $ ______ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
APRIL 9TH, 1943

E. C. HALL
BOARDMAN, OREGON

HAVE INSTRUCTED DIVISION ENGINEER TO PROCEED WITH BOARDMAN FLIGHT STRIP ACCORDING TO EXISTING PLANS.

R. H. BALDOCK

FS-3

CONFIRMATION

FEDERAL WORKS AGENCY
XX XXXXXXXXXXXXXXXXXXXXXXXX

XXXXX Public Roads Administration

8010-20 Oregon

NIGHT LETTER

Portland, Oregon
April 9, 1943

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERENCE PREVIOUS CORRESPONDENCE AND CONVERSATIONS CONCERNING CHANGING ROME FS-2 AND BOARDMAN FS-3 TO TYPE 6R. YOU ARE INSTRUCTED TO PROCEED WITH CONSTRUCTION ON BASIS APPROVED PLANS. IN SO PROCEEDING CARE SHOULD BE TAKEN TO AVOID, IF POSSIBLE, DOING ANY WORK THAT WILL BE LOST IF CHANGE IS MADE TO TYPE 6R. AUTHORIZATION TO TYPE 6R CANNOT BE GIVEN UNTIL FUNDS ARE DEFINITELY MADE AVAILABLE. YOU SHOULD UNDERSTAND THAT NONE OF THE ABOVE SUGGESTIONS ARE TO INTERFERE WITH CONTRACTORS PROSECUTION OF THE WORK NOR AS BASIS FOR ANY CLAIM BY HIM

Lyman

Paid Gov't Rate

RECEIVED
APR 12 1943
STATE HIGHWAY COMMISSION

FS-3

4/3/43

See FS-2, Rome, for Lynch's letter of March 30, 1943, and R. H. Baldock's reply of April 3, 1943 relative to estimates for revising Flight Strips FS-2, Rome, and FS-3, Boardman.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
APR 5 1943
FOR FILING

File

COPY OF WESTERN UNION TELEGRAM

SALEM ORG APR 5 1943

V E LYNCH
PUBLIC ROADS ADMINISTRATION POST OFFICE BLDG
PORTLAND ORG

RE BOARDMAN FLIGHT STRIP CONTRACTOR HAS COMPLETED ALL WORK THAT HE CAN DO WITHOUT GOING AHEAD WITH EXTENSIONS PROPOSED AND ADDITION TO BASE. THROUGH MISUNDERSTANDING CONTRACTOR HAS PLACED EIGHT INCHES BASE TOPPING ON EXTENSIONS. CONTRACTOR WILL BE FORCED TO SHUT DOWN TONIGHT UNLESS DECISION IS MADE TODAY. SHUTDOWN WILL PROBABLY RESULT IN LOSS OF CREW AND CLAIM FOR DAMAGES.

R H BALDOCK

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-3 (1)

FS-3

S. E. BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

Estimated Cost to Construct Project to Type 6-R Standard

Salem, Oregon, April 3, 1943

All Required		Clearing and Grubbing		$ 6,768.00
78,500	cu. yds.	General Excavation, Unclassified	$0.90	70,650.00
All Required		Finishing & Trimming Earthwork		14,350.00
700	lin. ft.	12-inch Concrete Pipe	2.00	1,400.00
40	lin. ft.	18-inch Concrete Pipe	5.00	200.00
135,500	cu. yds.	Pit-run Gravel in Subbase	1.40	189,700.00
26,000	cu. yds.	1" - 0" Gravel in Base & Shoulders	2.00	52,000.00
800	cu. yds.	1" - 0" Gravel in Binder Course	3.00	2,400.00
2,700	M-gals.	Sprinkling	3.00	8,100.00
All Specified		Preparation of Base		3,690.00
132	tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	4,620.00
19,200	tons	Class "A" Asphaltic Concrete	6.15	118,080.00
12,800	tons	Class "B" Asphaltic Concrete	6.15	78,720.00
90	tons	Furn. & Placing Emuls. Asphalt in Seal Coat	35.00	3,150.00
400	tons	Furn. & Placing Aggregate in Seal Coat	5.00	2,000.00
1,158	rods	Woven Wire Stock Fence	5.00	5,790.00
1	only	Wood Gates in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00
2,300	cu. yds.	Backfill in Blind Stone Drain	1.40	3,220.00
			Subtotal	$565,033.00
			10% Engr. & Cont.	56,467.00
			Total........	$621,500.00

Present Contract $275,885.00
Present Contract + 10% = $303,473.50
Increased Cost $318,026.00

5" Asphaltic Concrete
16" Gravel Base

- - - - -

This estimate is subject to further negotiation with contractor, with possibility of further reduction in prices by reason of increases in quantities.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-3 (1)

S. W. BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

Estimated Cost to Construct Project to Type 6-R Standard

Salem, Oregon, April 2, 1943

All Required		Clearing and Grubbing		$ 6,768.00
78,500	cu. yds.	General Excavation, Unclassified	$0.90	70,650.00
All Required		Finishing & Trimming Earthwork		14,350.00
700	lin. ft.	12-inch Concrete Pipe	2.00	1,400.00
40	lin. ft.	18-inch Concrete Pipe	5.00	200.00
118,000	cu. yds.	Pit-run Gravel in Subbase	1.40	165,200.00
27,200	cu. yds.	1" - 0" Gravel in Base & Shoulders	2.00	54,400.00
800	cu. yds.	½" - 0" Gravel in Binder Course	3.00	2,400.00
2,700	M-gals.	Sprinkling	3.00	8,100.00
All Specified		Preparation of Base		3,690.00
132	tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	4,620.00
19,200	tons	Class "A" Asphaltic Concrete	6.15	118,080.00
12,800	tons	Class "B" Asphaltic Concrete	6.15	78,720.00
90	tons	Furn. & Placing Emuls. Asphalt in Seal Coat	35.00	3,150.00
400	tons	Furn. & Placing Aggregate in Seal Coat	5.00	2,000.00
1,150	rods	Woven Wire Stock Fence	5.00	5,750.00
1	only	Wood Gates in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00
2,300	cu. yds.	Backfill in Blind Stone Drain	1.40	3,220.00
			Subtotal	$542,933.00
			10% Engr. & Cont.	54,267.00
			Total	$597,200.00

Present Contract $275,885.00
Present Contract + 10% = $303,473.50
Increased Cost $293,726.00

5" Asphaltic Concrete
14" Gravel Base

Oregon State Highway Department

Oregon Flight Strip
Project No. FS-3 (1)

E. W. BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

Estimated Cost to Construct Project
to Type 6-R Standard

Salem, Oregon, April 1, 1943

All Required		Clearing and Grubbing (12.8%)		$ 6,768.00
78,500	cu. yds.	General Excavation, Unclassified	$0.90	70,650.00
All Required		Finishing & Trimming Earthwork (2.5%)		14,350.00
700	lin. ft.	12-inch Concrete Pipe	2.00	1,400.00
40	lin. ft.	18-inch Concrete Pipe	5.00	200.00
71,500	cu. yds.	Pit-run Gravel in Subbase	1.40	100,100.00
20,600	cu. yds.	1" - 0" Gravel in Base & Shoulders	2.00	41,200.00
800	cu. yds.	½" - 0" Gravel in Binder Course	3.00	2,400.00
2,700	M-gals.	Sprinkling	3.00	8,100.00
All Specified		Preparation of Base (47.6%)		3,690.00
132	tons	Furn. & Placing RC-3 Asphalt in Binder Course	35.00	4,620.00
19,200	tons	Class "A" Asphaltic Concrete	6.15	118,080.00
12,800	tons	Class "B" Asphaltic Concrete	6.15	78,720.00
90	tons	Furn. & Placing Emuls. Asphalt in Seal Coat	35.00	3,150.00
400	tons	Furn. & Placing Aggregate in Seal Coat	5.00	2,000.00
1,150	rods	Woven Wire Stock Fence	5.00	5,750.00
1	only	Wood Gates in Stock Fence	35.00	35.00
2	only	Wind Cones	100.00	200.00
2,300	cu. yds.	Backfill in Blind Stone Drain	1.40	3,220.00
			Subtotal	$464,633.00
			10% Engr. & Cont.	46,467.00
			Total	$511,100.00

Present Contract $275,885
" " +10% = $303,473.50
Increased Cost $207,626

See estimate dated April 3

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
MAR 3
FOR FILING

File

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
MARCH 31, 1943

AIRPORT LIGHTING BRANCH REF L 235
WAR PRODUCTION BOARD
WASHINGTON D C

TWO WIND CONES ARE REQUIRED FOR THE BOARDMAN FLIGHT STRIP PROJECT NO. OREGON FG 3. HALL AND COMPTON CONTRACTORS EUGENE OREGON WHO ARE CONSTRUCTING THIS AIRPORT PLACED THEIR ORDER E 6543 WITH THE GRAYBAR ELECTRIC COMPANY PORTLAND OREGON THE GRAYBAR IN TURN PLACED THE ORDER NA 12790X WITH THE CROUSE HINDS COMPANY SYRACUSE N.Y. THE CROUSE HINDS COMPANY ADVISE THEIR ESTIMATE 4764 FOR WIND CONE ASSEMBLY CATALOGUE NO U C 43555 LESS LIGHTING FIXTURES CANNOT BE SHIPPED WITHOUT SPECIAL AUTHORITY FROM THE WAR PRODUCTION BOARD IN ACCORDANCE WITH ORDER L 235.

THIS PROJECT HAS AN AA 4 PREFERENCE RATING MADE AVAILABLE BY PREFERENCE ORDER P 19 H SERIAL NO [illegible] H. THE FLIGHT STRIP WILL BE COMPLETED IN JUNE 1943 IF THE TWO WIND CONE ASSEMBLIES VALUED AT $68.25 EACH ARE MADE AVAILABLE THIS FLIGHT STRIP IS NEAR A BOMBING RANGE AND IS REQUIRED BY THE U S ARMY

WILL YOU PLEASE GRANT THE NECESSARY AUTHORITY SO THAT THE TWO WIND CONE ASSEMBLIES CAN BE PROCURED

R H BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION,

RECEIVED
FEB 17 [illegible]
FOR FILING

FS 3

February 16, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In compliance with the request made in your letter of February 15, we are sending, under separate cover, three prints of the revised fence design to be used on the S. W. Boardman Flight Strip Project (Project FS-3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 15, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

With reference to your letter of Feb. 10 requesting change in design of fence to be used on Oregon FS-3, S. W. Boardman Flight Strip, to conform to the Federal Regulations, we will recommend for approval the substitution of the 14-gauge for 12-1/2 gauge barbed wire and the use of 32-inch woven wire fencing.

Will you please furnish us with three prints of the fence design as changed?

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 16 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

FS-3

Salem, Oregon
February 15, 1943

Mr. Paul Van Scoy
Division Highway Engineer
La Grande, Oregon

Dear Sir:

Because of inability to obtain 33" woven wire and 12½ gauge barbed wire, the contractors on the Boardman Flight Strip Project have asked that the fence design be changed to permit the use of obtainable products.

We have accordingly prepared a substitute design and have had the same approved by the PRA. Copies of the substitute design are being sent to yourself, the contractor and the resident engineer.

The substitute design permits the use of 32" woven wire and 14-gauge barbed wire. It requires the use of one additional strand of barbed wire. The cost should be slightly less than that of the original design, but the difference is so small that no change in the bid price need be asked for.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc R. G. Hall
1160 Grant Street
Eugene, Oregon

H. G. Smith

L. R. Chandler
Resident Engineer

February 10, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Federal regulations now prohibit the manufacture of 39-inch woven wire and 12½-gauge barbed wire, both of which are called for in fence construction on the S. W. Boardman Flight Strip Project. We, therefore, propose to permit the substitution of a fence consisting of 32 inches of woven wire and three strands of 14-gauge barbed wire.

A blueprint showing the fence design as thus changed is being sent herewith.

May we have your approval of this substitution?

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

E. C. Hall Co.
GENERAL CONTRACTING
1160 GRANT ST.
EUGENE, OREGON

PRESENT ADDRESS
1160 Grant Street
Eugene, Oregon
February 5, 1943

Oregon State Highway Commission
Portland, Oregon

ATTENTION: MR. CHANDLER

Gentlemen:

In an effort to obtain the fencing for Southwest Boardman Flight Strip, Contract No. 2613, we have received the information contained in copy of letter attached from R. A. Babb Hdwe Company, Eugene, Oregon.

It appears that the Federal Government has placed some restrictions on type of fencing manufacturers are permitted to make. Under these circumstances we would appreciate your obtaining for us a change order, specifying the type of woven wire fence as well as barbed fencing that is permitted by present government regulations.

Art. 64-3

Also, in referring to Specifications, I am unable to find the type of fence posts that are to be used. Will you please advise me regarding this.

Very truly yours,

E. C. HALL CO.

By L. H. Williams

LHW:m
ENCL.

RECEIVED
FEB 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

COPY

February 4, 1943

E. C. Hall Co.
Eugene, Oregon

ATTENTION: Bill Williams

Dear Sir:

On your inquiry for 9-39 fence, and Glidden barbed wire, the government has forbidden the mills to manufacture this type of fencing. The nearest thing that they are allowed to make to these specifications are 8-32 12" stays, 12½ specifications. In barbed wire, the only thing they are allowed to make is Columbia Special barb wire, 14 gauge.

If these sizes are satisfactory, please let us know, and we will give you a quotation f.o.b. the job.

Yours truly,

R. A. BABB HDWE. COMPANY

By

B. A. Babb
(signed)

BB:BT

#12½ Design #939

39" High

12" stays

Top & B. wires #10 Gauge

Int. wires 12½ Gauge
& stay ✓

7-26
8-32
~~[illegible]~~
6-35

7

8

Barbed Wire

Elwood Glidden 2 pt.

Barbs @ 5"

main strand 12½ gauge 14

Barbs, 14 gauge

23 Hedges
Be 7261

E. C. [illegible]
Eugene, Oregon

ATTENTION: Bill [illegible]

Dear [illegible]:

On your inquiry for 8-32 fence, and [illegible] barbed wire, the government has forbidden [illegible] mills to manufacture this type of fencing. The nearest thing that they are allowed to make to these specifications are 8-32 [illegible] stays, 12½ specifications. In barbed wire, the only thing they are allowed to make is Columbia special barb wire, 14 gauge.

7961

If these items are satisfactory, please let us know, and we will give you a quotation f.o.b. the job.

Available

Spec. 12½ — 832

Barbed wire — 14 ga. in 6 04"

Yours truly,

R. L. [illegible] COMPANY

By

[illegible]

T:[illegible]

RECEIVED
FEB 3 1943
FOR FILING

FS-3

February 2, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, seven sets of revised plans for the S. H. Boardman Flight Strip Project, Project FS-3 (1), and seven copies of the supplemental agreement between the Highway Commission and the Contractor under which the changes from the original plans have been made.

You will find the terms of the agreement and the changes in plans to be in accordance with our previous understanding with you. We would, therefore, like your approval to be effective as of January 14, 1943, or earlier.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
JAN 29 1943
FOR FILING

FS-3

SALEM
January 28, 1943

Contract No. 2613

Mr. H. H. Heuke
Chief Accountant

Attention: Carl Smith

I hand you herewith, for transmittal to the Secretary of State, an executed copy of contract No. 2613, for grading and paving the Southwest Boardman Flight Strip Project, in Morrow County, awarded by the State Highway Commission on December 31, 1942, to E. C. Hall Company and J. C. Compton.

Included in this contract is an executed copy of the supplemental agreement covering certain changes in the original contract.

HBG:AM

Secretary

RECEIVED
JAN 29 1943
FILING

FS - 3

HANSEN & ROWLAND INC.
[illegible]
TACOMA, WASHINGTON

January 28, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

This acknowledges your letter of January 27, 1943, transmitting original and duplicate copies of supplemental agreement providing for a change in the plans of the Southwest Boardman Flight Strip Project, in Morrow County, Oregon, being state highway contract No. 2613 which was awarded to E. C. Hall Company and J. C. Compton.

I am sending to you today, by express, an executed copy of the original contract. A copy of the supplemental agreement is not attached thereto because we assume that you retained one of the copies for your records.

Very truly yours,

HDG:AM Secretary

cc - Hansen & Rowland, Inc.
406 Title & Trust Bldg.
Portland, Oregon

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

January 27, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: CONTRACT NO. 2613 - E. C. HALL CO. & J. C. COMPTON to STATE OF OREGON - Southwest Boardman Flight Strip Project in Morrow County.

At the request of E. C. Hall Co. we have exected and enclose herewith supplemental agreement, in duplicate, which was prepared to cover change in plans for the above captioned project. We have not, as yet, received our copy of the contract and will very much appreciate receiving the same as soon as possible.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A Van E Schermerhorn

A. VAN E. SCHERMERHORN,
Mgr. Surety Bond Dept.

[illegible]:Encs.

RECEIVED

RECEIVED
JAN 29 194
FOR FILING

FS-3

January 28, 1943

E. C. Hall Company & J. C. Compton
c/o E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2613 which was awarded to you on December 31, 1942, for grading and paving the Southwest Boardman Flight Strip Project, in Morrow County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

P. S. We are not sending you a copy of the supplemental agreement providing for a change in the plans of this project inasmuch as we assume that you retained a copy for your records.

H.B.G.

cc - J. C. Compton
McMinnville, Ore.

RECEIVED
JAN 2 1943
FOR FILING

7/3-(1)

January 25, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a communication from E. C. Hall Co. & J. S. Compton, relating to the anticipated progress on the Boardman Flight Strip. You will note that they expect to have it 100 per cent complete by May 15, except a little cleanup, and that everything will be completed by May 31.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

E. C. Hall Co. & J. C. Compton

GENERAL CONTRACTORS

January 22, 1943

PRESENT ADDRESS

Box 53 Boardman, Oregon

Oregon State Hiway Commission
Salem, Oregon

Dear Sir:

In the performance of the construction of the Southwest Boardman Flight Strip Project in Morrow County, Oregon; it is anticipated that the progress of that work will be substantially in accord with the following schedule.

By January 15, 1943	5 Per Cent	
By January 31, 1943	10 " "	
By February 15, 1943	10 " "	
By February 28, 1943	10 " "	
By March 15, 1943	10 " "	
By March 31, 1943	10 " "	
By April 15, 1943	15 " "	
By April 30, 1943	15 " "	
By May 15, 1943	15 " "	
By May 31, 1943	100 " "	Complete

Sincerely yours,

E. C. Hall Co. & J. C. Compton

By L. H. Williams
L. H. Williams

RECEIVED
JAN 25 1943
STATE HIGHWAY COMMISSION

H.K.B.

RECEIVED
FEB 2
FOR FILING

Filed ✓

FS-3

January 15, 1943

E. C. Hall Co. and J. C. Compton
c/o E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

Gentlemen:

We submit herewith four copies of the supplemental agreement prepared to cover the change in plans for the S. W. Boardman Flight Strip Project which was discussed with you sometime ago.

The agreement has been signed by the Highway Commission. When it has been signed by you and your surety, please return the original and one other copy to us. The other two copies are to be retained by you, one for your Company and one for the surety.

Prompt attention to the signing and returning of the agreement will be appreciated as we desire to close our agreement with the Federal Government as promptly as possible.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

cc to J. C. Compton
McMinnville, Oregon

Encl.

AGREEMENT

THIS AGREEMENT made and entered into this 14th day of January, 1943, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and E. C. HALL CO. & J. C. COMPTON, hereinafter called the "Contractors", parties of the second part;

WITNESSETH:

RECITALS:

1. The parties to this agreement entered into a written agreement on the thirty-first day of December, 1942, providing for the grading and paving of a Federal project known as the Southwest Boardman Flight Strip in Morrow County, which said contract was fully executed by the parties and is now in full force and effect.

2. Subsequent to the execution of said contract it developed that in the interests of the State and the Federal Government certain changes should be made in the plans and specifications, which, if made, would result in variations or digressions from the standard requirements thereby reducing the amount of excavation work to be performed by the Contractors with a consequent reduction in the cost of the work to the Contractors and likewise to the State and to the Federal Government.

3. The changes proposed have been submitted to and approved by the Public Roads Administration.

4. It is estimated that if the proposed changes are made and the work is then done pursuant to said modified plans and specifications the cost of the project will be reduced by the estimated sum of $14,900.00 as set forth

in detail in Exhibit A, which is attached hereto, and thereby result in a saving to the State and the Federal Government in said estimated amount.

5. Likewise, if said changes in plans and specifications are made and Contractors perform the said work in accordance with the said changed or modified plans, the Contractors will sustain a loss by reason of reduced quantities as disclosed in Exhibit B attached hereto, but because of possible economies and benefits the total final results may be a saving of $2,750.00 to the Contractors.

6. Because of the possible saving to the State and the Federal Government and because of the possible saving to the Contractors and other advantages which both parties to said contract may obtain by reason of said proposed changes it is proposed that said original contract be modified or amended.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals, it is agreed as follows:

Said original contract shall be modified and amended in the manner and to the extent herein specifically set forth and not otherwise.

1. The completion date fixed in said original contract as June 30, 1943, shall be changed to May 31, 1943.

2. The cross-section to which the subgrade is to be finished shall be and the same is amended so that the same shall now conform to the cross-section as shown in Exhibit C which is attached hereto and made a part hereof.

3. The position of the subgrade cross-section as revised by Exhibit C shall now conform to and be in accordance with the information and data shown on said Exhibit C.

4. A blind stone drain shall be constructed the full length of the flight strip area on a line parallel to and 82 feet from (in a southeasterly direction) the center line of the flight strip area, said blind stone drain to be a part of the cross-section shown on Exhibit C and to be backfilled with screened gravel or rock fragments as shown on Exhibit C.

5. An open surface drain approximately 300 feet in length shall be constructed from the lower end of the blind stone drain northeasterly for the purpose of carrying away the drainage water conveyed to it by the blind stone drain.

6. Two 12-inch concrete pipe culverts shall be constructed across the flight strip area at about Station 27+00 and Station 54+00 to intercept and carry away drainage water accumulated in the blind stone drain. The pipe to be used in said culverts shall be standard strength culvert pipe.

7. The cross-section to which the gravel shoulders are to be constructed shall be as shown on Exhibit C. It is understood in this connection that the said change will reduce the quantities of pit-run gravel required in the work under the original contract by approximately 6,000 cubic yards.

8. The excavation involved in the construction of the blind stone drain, the open surface drain, and the 12-inch concrete pipe culverts specified in paragraphs 4, 5, and 6 above are considered "General Excavation, Unclassified" and shall be paid for at the price per cubic yard (90¢) which was bid for the item "General Excavation, Unclassified".

9. The screened gravel and/or rock fragments used as backfill in the construction of the blind stone drain shall be paid for at a price of $1.40 per cubic yard, "in place" measure, the pay quantities to be limited to quantities

within the neat lines of the cross-section for the drain as shown on Exhibit C.

10. Payment for furnishing and placing the 12-inch concrete culvert pipe shall be made a a price of $2.00 per linear foot.

11. Except as otherwise herein specifically provided, payment for work performed under the original contract as amended by this supplemental contract shall be made at the prices originally bid by the Contractors as listed in the Schedule of Prices set forth in said original contract, except as said unit prices have been modified by this amendatory agreement; and the Contractors agree to accept as full and complete compensation for all work done pursuant to said original contract as modified by this amended agreement, including all claims for additional costs and/or losses, if any, the sum of money which may be determined and computed by application and use of the unit prices applicable either in said original contract or in this amendatory contract.

12. This amendatory agreement when executed by the parties named herein shall be attached to and made a part of said original agreement, and thereafter the said original agreement shall be deemed amended as in this amendatory agreement set forth, but in all other respects the said original agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

ATTEST:

Secretary

APPROVED:

State Highway Engineer

STATE OF OREGON, by and through its
State Highway Commission,

By Henry F. Cabell
Chairman

By
Commissioner

By Herman Oliver
Commissioner

Executed in the
presence of:

E. C. HALL CO. & J. C. COMPTON

By____________________________

By____________________________

AGREEMENT AND CONSENT OF SURETY

KNOW ALL MEN BY THESE PRESENTS that in consideration of the mutual benefits and advantages accruing to the above named contractors and the undersigned surety by reason of the terms, conditions and agreements of the foregoing modification of contract, the undersigned surety hereby agrees and consents to the said modifications of and changes in the terms of the original contract entered into by and between the parties thereto, and hereby agrees that the bond written by the undersigned in connection with said original contract, shall remain in full force and effect and shall apply to and cover the modifications and changes above set forth in the same manner as applicable to said original contract.

Signed and sealed this __________day of January, 1943.

____

By____________________________

____

Countersigned:

____

____

JMD:PW
1/12/43

EXHIBIT A

ESTIMATE OF REDUCTION IN COST OF PROJECT

TO STATE AND FEDERAL GOVERNMENT

Pay Items	Unit	Unit Price	Project as Bid Quantity	Project as Bid Amount	Project as Revised Quantity	Project as Revised Amount
Main Project:						
All items in Schedule of Contract Bid Items except Bid Items Nos. 2 and 5				$135,485		$135,485
Item No. 2. General Excavation, Unclassified	Cu. Yd.	$ 0.90	87,000	78,300	72,000	64,800
Item No. 5. Pit-run Gravel in Subbase	Cu. Yd.	1.40	55,000	77,000	49,000	68,600
Subtotals, Exclusive added drains and culverts - - - - - - - - - - - - - - -				$290,785		$268,885
Added Drains and Culverts:						
General Excavation, Unclassified	Cu. Yd.	$ 0.90			2,500	$ 2,250
Backfill in Blind Stone Drain	Cu. Yd.	1.40 *			2,250	3,150
12" Concrete Pipe	Lin. Ft.	2.00 *			700	1,400
18" Concrete Pipe	Lin. Ft.	5.00			40	200
Subtotals, Added drains and culverts -						$ 7,000
Totals -				$290,785		$275,885
Estimated saving to State and Federal Government - - - - - - - - - - - - - -						$ 14,900

* New bid items.

EXHIBIT B

ESTIMATES OF SAVINGS AND LOSSES TO CONTRACTOR THAT MAY RESULT FROM CHANGES IN PLANS CONTEMPLATED BY SUPPLEMENTAL AGREEMENT

Saving to Contractor:

Estimated reduction in rock excavation	10,000 yards	
Estimated loss to contractor on each yard of rock excavation moved at 90¢ bid price	$ 1.10	
Estimated saving to contractor through elimination of 10,000 yards of rock excavation	$11,000	
Estimated total of savings to contractor		$11,000

Losses to Contractor:

Estimated reduction in quantity of common excavation	5,000 yards	
Estimated profit and allowance for fixed expense on each yard of common excavation moved at 90¢ bid price	50¢	
Estimated loss to contractor through elimination of 5,000 yards of common excavation	$2,500	
Estimated reduction in pit-run gravel subbase quantities	6,000 yards	
Estimated profit and allowance for fixed expense on each yard of pit-run gravel furnished at $1.40 bid price	50¢	
Estimated loss to contractor through elimination of 6,000 yards of pit-run gravel	$3,000	
Estimated excavation in blind stone surface drain and extra culverts	2,500 yards	
Estimated loss to contractor on each yard of this excavation moved at 90¢ per yard	$1.10	
Estimated loss to contractor through having to make 2,500 yards of this excavation	$2,750	
Estimated total of losses to contractor		$ 8,250
Estimated net saving to contractor		$ 2,750

Exhibit "C"

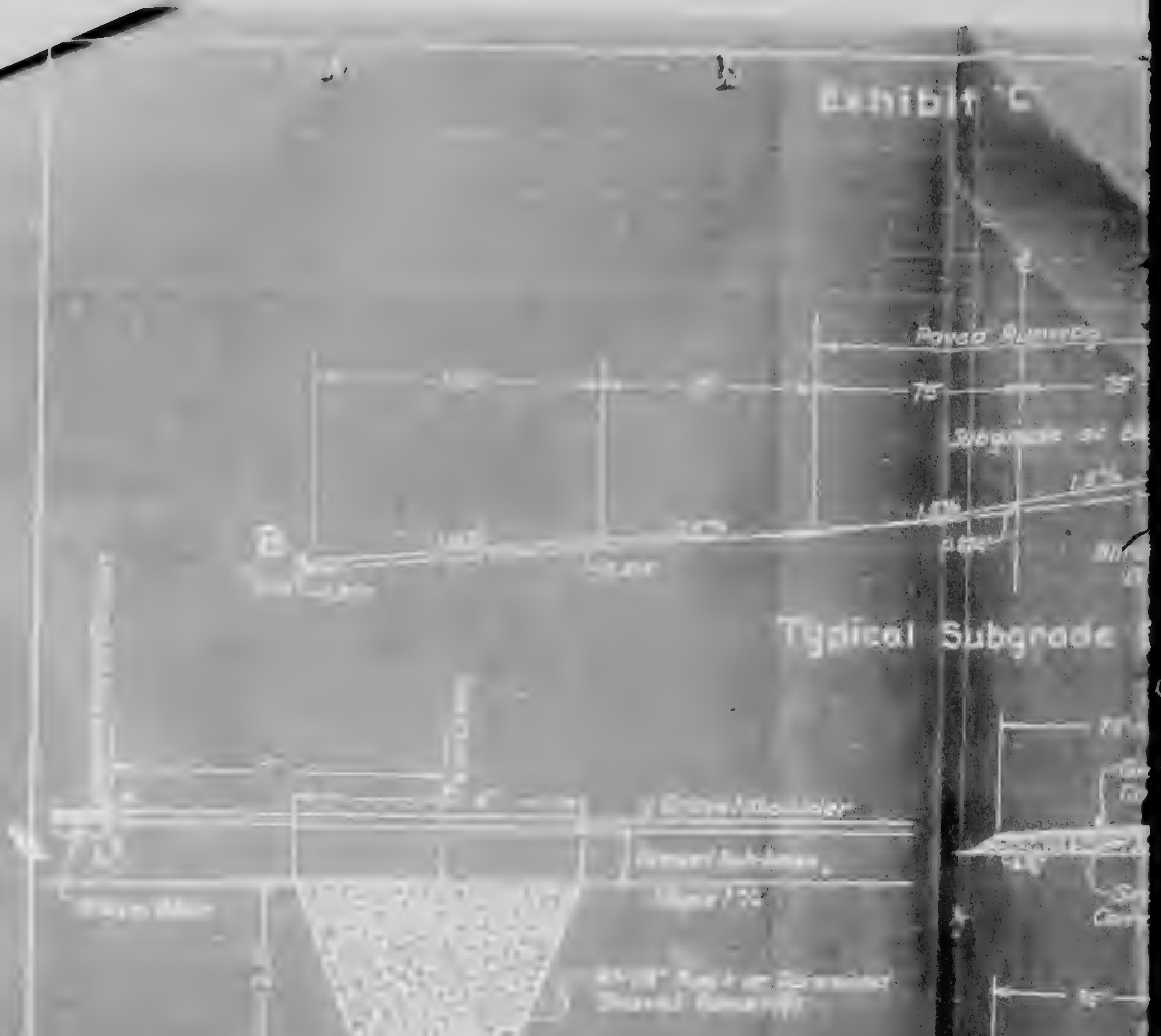
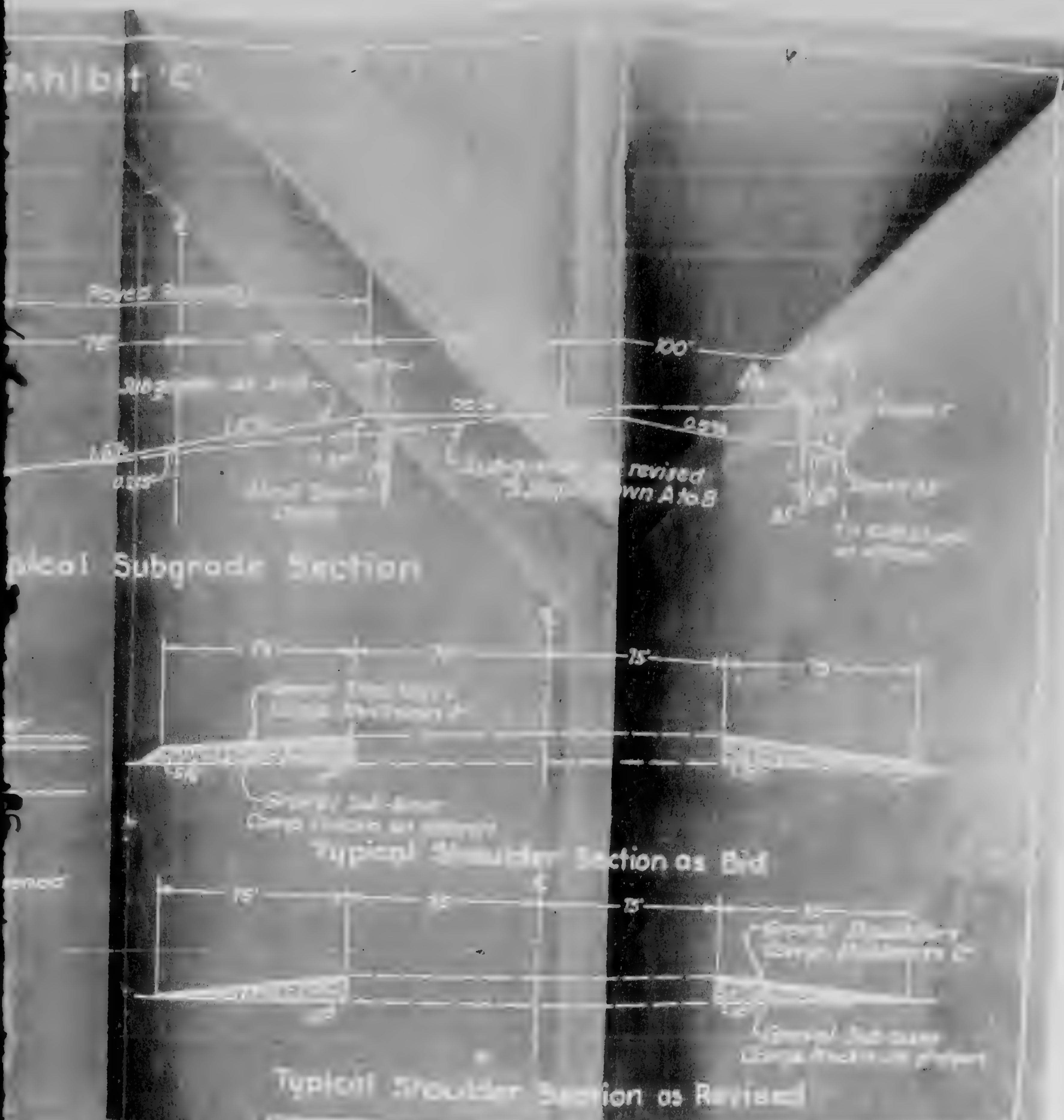

Paved Runway
75'
75'
Subgrade
1.5%
Typical Subgrade
Typical Section
Blind Stone Drain

Exhibit 'C'


Paved Runway
75'
100'
Subgrade as bid
0.5%
0.25%
Subgrade as revised
Shown A to B
Typical Subgrade Section
75'
75'
75'
Typical Shoulder Section as Bid
75'
75'
75'
Typical Shoulder Section as Revised

OREGON STATE HIGHWAY DEPARTMENT

Sketch Showing

Change in Typical Sections

S.W. BOARDMAN FLIGHT STRIP

MORROW COUNTY

RECEIVED
JAN 5 1943
FOR FILING

FS - 3

January 4, 1943

E. C. Hall Co. & J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2613 which was awarded to you by the State Highway Commission on December 31, 1942, covering grading and paving on the Southwest Boardman Flight Strip in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

RS

cc - J. C. Compton
McMinnville, Oregon

RECEIVED
JAN 21 1943
FOR FILING

78-3 (1)

December 21, 1942

E. C. Hall Co. & J. C. Compton
1140 Grand Street
Eugene, Oregon

Gentlemen:

Confirming our telegram to you of this date, the State Highway Commission has today awarded you the contract for construction of the Southeast Boardman Flight Strip Project, in Morrow County, with the understanding that the time limit will be shortened thirty days and that the design is to be changed to reduce quantities and an adjustment made as per previous oral agreement with the State Highway Engineer. This award was based on your low bid of $290,785.00, submitted on December 18, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - J. C. Compton
McMinnville, Oregon

cc - S. H. Probert
C. S. Pearson

Set confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 31 1942

E. E. HALL CO., & J. C. COMPTON
1240 GRANT STREET
EUGENE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDS YOU CONTRACT FOR CONSTRUCTION OF SOUTHWEST BOARDMAN FLIGHT STRIP PROJECT ON BASIS OF YOUR BID SUBMITTED DECEMBER 18 1942 AND WITH UNDERSTANDING THAT THE TIME LIMIT WILL BE SHORTENED THIRTY DAYS AND THAT THE DESIGN IS TO BE CHANGED TO REDUCE QUANTITIES AND AN ADJUSTMENT MADE AS PER PREVIOUS ORAL AGREEMENT WITH STATE HIGHWAY ENGINEER.

H B GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Files

...ge to the account of ______________ $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY? "Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM OREGON DECEMBER 31 1942

E. C. HALL CO. & J. C. COMPTON
1160 GRANT STREET
EUGENE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDS YOU CONTRACT FOR CONSTRUCTION OF SOUTHWEST BOARDMAN FLIGHT STRIP PROJECT ON BASIS OF YOUR BID SUBMITTED DECEMBER 18 1942 AND WITH UNDERSTANDING THAT THE time limit will be shortened 30 days and that the DESIGN IS TO BE CHANGED TO REDUCE QUANTITIES AND AN ADJUSTMENT MADE AS PER PREVIOUS ORAL AGREEMENT WITH STATE HIGHWAY ENGINEER

H B GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

FS-3

RECEIVED
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 8060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

Mackay Radio · All America Cables · Commercial Cables · Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R25 (TWO) 39/38 GOVT=NX PORTLAND ORE 31 1133A

1942 DEC 31 AM 11 51

RECEIVED
FOR FILING

BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

: I HEREBY CONCUR IN AWARD OF CONTRACT AS OF DECEMBER 31, 1942, ON OREGON FS-3 TO LOW BIDDER, E C HALL AND J C COMPTON ON BASIS BIDS RECEIVED DECEMBER EIGHTEENTH, USING DESIGN AS AGREED UPON AT SAINTLOUIS.=

=LYNCH.

NO ____ TO ____
BY ____ AT ____ TO ____
CALLS ____

31 1942 FS-E.

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

RECEIVED
JAN 4 1943
FOR FILING

SALEM, OREGON
DECEMBER 30, 1942

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TOMORROW OF CONTRACT FOR SOUTHWEST BOARDMAN FLIGHT STRIP PROJECT TO E. C. HALL AND J. [illegible]. COMPTON ON BASIS OF BID SUBMITTED DECEMBER 18.

R. H. BALDOCK

RECEIVED
DEC 30 1942
FOR FILING

FS-3

E. C. Hall and J. C. Compton
c/o E. C. Hall
Eugene, Oregon

On basis bid submitted December 18 Highway Commission awards to you today contract for construction Southwest Boardman Flight Strip. Award is made with understanding design to be changed to reduse quantities and adjustment made as per previous oral agreement.

FS - 3

RECEIVED
DEC 2 2 1942
FOR FILING

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
DECEMBER 22, 1942

Mr. W. H. Lynch, District Engineer
Public Roads Administration
Portland, Oregon

RE BOARDMAN FLIGHT STRIP AND YOUR WIRE CONCERNING AWARD LOW BIDDER ADVISES THAT ON ACCOUNT OF LARGE AMOUNT OF DRILLING REQUIRED AT SITE AND PROBABLE ADVERSE WEATHER CONDITIONS TIME LIMIT FOR COMPLETION OF PROJECT CANNOT BE ADVANCED WITHOUT HAZARD. HE HOWEVER BELIEVES THAT HE CAN COMPLETE GRADING IN SIXTY CALENDAR DAYS. HE REFUSES TO AGREE TO PROVISIONS FOR LIQUIDATED DAMAGES WITHOUT THE INCLUSION OF A BONUS PROVISION. HE WILL AGREE TO PENALTY OF TWO HUNDRED FIFTY DOLLARS PER DAY FOR NON COMPLETION BY MAY THIRTIETH IF HE RECEIVES A BONUS OF LIKE AMOUNT PER DAY FOR COMPLETION BEFORE JUNE THIRTIETH. LOW BIDDER HAS SUFFICIENT EQUIPMENT TO PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS AND WITHIN TIME LIMIT AND WILL MOVE EQUIPMENT ON JOB AT ONCE. IN MY OPINION HE IS ONE OF THE BEST CONTRACTORS IN THE NORTHWEST. HE JUST COMPLETED SATISFACTORY CONTRACT AT CAMP ADAIR AND THE CORVALLIS AIRPORT AND HAS AN EXCELLENT REPUTATION FOR WORK PERFORMED FOR THIS DEPARTMENT FOR MANY YEARS. HE ALWAYS PROSECUTES WORK WITH DUE DILIGENCE AND HAS

File

FS-3

NOTED
ate Highway Engineer

RECEIVED
DEC 2
FOR FILING

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired: otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

ONE OF THE BEST CONTRACTING PLANTS IN THE NORTHWEST. WORK ON MANY ARMY AIRBASES IN THIS VICINITY NOW SUSPENDED DUE TO ADVERSE WEATHER CONDITIONS. NO ONE CAN PERFORM THE IMPOSSIBLE BUT BELIEVE THIS CONTRACTOR WILL DO THE JOB IN THE SHORTEST POSSIBLE TIME. RECOMMEND YOU APPROVE AWARDING CONTRACT AT ONCE.

R. H. Baldock

F-3

RECEIVED
DEC 28 1942
FOR FILING

NOTED
State Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FS-3(1), the Southwest Boardman Flight Strip, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Concurrence in award will be withheld pending advice that all necessary rights of way are acquired, and also that sufficient funds are made available.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 12 1942
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1942

All Required	Preliminary Engineering		$ 3,000.00

Construction

All Required	Clearing and Grubbing		$ 2,500.00
87,000 cu. yds.	General Excavation, Single Classification	$ .75	65,250.00
All Required	Finishing and Trimming Earthwork		2,500.00
40 lin. ft.	18" Concrete Pipe	3.00	120.00
55,000 cu. yds.	Pit-run Gravel in Subbase	1.50	82,500.00
16,000 cu. yds.	1" - 0" Gravel in Base and Shoulders	2.00	32,000.00
550 cu. yds.	¾" - 0" Gravel in Binder Course	3.50	1,925.00
2,200 M-gals.	Sprinkling	2.00	4,400.00
All Required	Preparation of Base		2,000.00
90 tons	Furn. & Placing 20-3 Asphalt in Binder Course	30.00	2,700.00
8,600 tons	Class "B" Asphaltic Concrete	7.50	64,500.00
60 tons	Furn. & Placing Emulsified Asphalt in Seal Coat	30.00	1,800.00
270 tons	Furn. & Placing Aggregates in Seal Coat	3.50	945.00
1,100 rods	Woven Wire Stock Fence	3.00	3,300.00
1 only	Wood Gate in Stock Fence	25.00	25.00
2 only	Wind Cones	150.00	300.00
		Subtotal	$266,765.00
		10% Engr. & Cont.	26,676.50
		Total	$293,441.50

Length 1.515 miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	293,441.50
	$296,441.50

November 25, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 for the Boardman Flight Strip Project No. FS 3 (1).

Six bid proposals and six copies of bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 3 (1)

BOARDMAN FLIGHT STRIP PROJECT

IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 25, 1942

All Required		Preliminary Engineering		$ 3,000.00
Construction				
All Required		Clearing and Grubbing		$ 2,500.00
72,000	cu. yds.	General Excavation, Single Classification	$ .60	43,200.00
All Required		Finishing and Trimming Earthwork		2,500.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00
49,000	cu. yds.	Pit-run Gravel in Subbase	1.50	73,500.00
16,000	cu. yds.	1" - 0" Gravel in Base and Shoulders	2.00	32,000.00
550	cu. yds.	½" - 0" Gravel in Binder Course	3.50	1,925.00
2,000	M-gals.	Sprinkling	2.00	4,000.00
All Required		Preparation of Base		2,000.00
90	tons	Furn. & Placing RC-3 Asphalt in Binder Course	30.00	2,700.00
8,600	tons	Class "B" Asphaltic Concrete	7.50	64,500.00
60	tons	Furn. & Placing Emulsified Asphalt in Seal Coat	30.00	1,800.00
270	tons	Furn. & Placing Aggregates in Seal Coat	3.50	945.00
1,100	rods	Woven Wire Stock Fence	3.00	3,300.00
1	only	Wood Gate in Stock Fence	25.00	75.00
2	only	Wind Cones	150.00	300.00
			Subtotal	$235,315.00
			10% Engr. & Cont.	23,531.50
			Total	$258,846.50

Length 1.515 miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 3,000.00
Construction	258,846.50
	$261,846.50

BOARDMAN FLIGHT STRIP

FLIGHT STRIP PROJECT NO. FS 1 (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

November 25, 1942

PR 46

Boardman Flight Strip

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1942 State Oregon

Completion Date (Est.) June 30, 1942 Project No. FS 3 (1)

Estimated Total Cost $258,846.90 Length: Miles 1.515

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	3	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	160,000	8	Structural steel	Lb.	
4	Lumber	M.	1	10	Explosives	Lb.	
5	Timber piling	Lft.					

FORM B-100X 20M (1-41)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

1859

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

FS-3

NOTED
C B McCullough

December 2, 1942

Mr. R. H. Baldock,
Office.

Dear Mr. Baldock:

You have just advised me that the Highway Commission has been requested by the Public Roads Administration to informally call for bids for a Boardman project and that the bids be called for by selecting a few competent bidders or contractors and requesting that they submit competitive sealed bids.

You have requested my opinion as to whether or not such procedure is within the approval of the Oregon statute or the established procedure of the Highway Commission. In my opinion such procedure is irregular and if a contract were awarded pursuant to such procedure it is my opinion that the action of the Commission could be successfully challenged by a contractor who had not been given an opportunity to bid, if he could show that he could meet all of the qualifications provided for under the Oregon prequalification law.

There is found in the Oregon highway code this provision with respect to the Commission's conduct when awarding a contract for highway construction:

> "Let all contracts for the construction, maintenance, operation, improvement or betterment of highways to the lowest and best responsible bidder, determined as a result of a call for competitive bids. The commission may by rule or regulation provide and fix the time or notice which shall be given when bids are called for; provided, however, that the commission shall have and hereby is given authority to reject any or all bids, and if no satisfactory bid is received new bids may be called for, or the work may be done without letting to contract, and pursuant to such manner or method as may be determined by the commission. On work involving an expenditure of less than five thousand dollars it shall be discretionary with the highway commission whether such project shall be let by contract, be performed by day labor, or by the commission's own forces. On all work performed by the state either by day labor or with the commission's own forces the state highway engineer shall be held responsible for the economical prosecution and accomplishment of the work. It shall be discretionary

with the commission whether work for the maintenance or minor betterment of highways shall be done by contract or with the commission's own forces, and if done by the commission's own forces it shall not be necessary to call for competitive bids for the doing of the work."

There is found also in the same code as a part of the duties of the Engineer the following provision:

> "Prepare surveys, plans, specifications and estimates for the construction, reconstruction, improvement, maintenance and/or repair of any bridge, street, road and/or highway under the direction of the commission. In advertising for bids on any such project it shall be the duty of the commission to invite bids in conformity with such plans and specifications."

The Commission is given authority to fix rules and regulations for the performance of its work under the provisions of the highway code, and over a long period of time the Commission has had the established policy of advertising for bids for highway construction. While it is true that rules and regulations can always be modified and the modification justified in the face of emergency, no facts have been given me which indicate in any manner th t the instant situation is in any way affected by emergency.

There are numerous court decisions to the effect that where a public body vested with authority to award contracts for public improvement and in connection with such awards is required to call for bids, such call for bids must be by public advertisement so that all who are qualified and who desire may have an opportunity to bid. In other words, courts require public officials under such circumstances to afford every possible opportunity for competitive bidding, and in my opinion to follow the procedure suggested would to some extent at least restrict competitive bidding, and, therefore, would be in conflict with the spirit of the Oregon highway code.

I am told that if bids were called for in the manner suggested that it would be the purpose of the Commission to consider the bids and make the award while attending the convention of the American Association of State Highway Officials in St. Louis. I do not believe it would be regular or proper for the Oregon Commission to call for bids here in Oregon and open and consider them in St. Louis, Missouri. I am told, too, that only one member of the Commission will be at the St. Louis convention, and since the statute requires that at least two members of the Commission be present and concur in a particular act or procedure any business transacted by the Commission at St. Louis would, in my opinion, be invalid.

Yours very truly,

JMD:PW

J. M. DEVERS

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

RECEIVED
DEC 4 1942
FOR FILING

FS-3

SALEM ORE DEC 2 1942

W H LYNCH

PUBLIC ROADS ADMINISTRATION POST OFFICE BLDG PORTLAND ORE

ATTORNEY ADVISES THAT YOUR PROCEDURE FOR CALL FOR BIDS FOR BOARDMAN PROJECT IS NOT IN CONFORMANCE WITH OREGON LAW. ADVERTISEMENT AS SCHEDULED FOR OPENING OF BIDS ON DECEMBER 21 CAN BE ADVANCED TO DECEMBER 18. NOT MORE THAN ONE WEEK COULD BE GAINED BY YOUR SUGGESTION WHICH WILL HAVE NO EFFECT ON COMPLETION DATE, WHICH DATE CONTROLLED BY WEATHER AT THIS SEASON

W H BALDOCK

Mr. Glaisyer

12/3/42
received authorization
for Dec 18 instead of 21st.
HAS

RECEIVED
[illegible]

Charge to the account of ______ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 2, 1942

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

PLANS AS NOW PREPARED FOR BOARDMAN FLIGHT STRIP DEVIATE FROM CROSS-SECTION REQUIREMENTS OF FLIGHT STRIP MANUAL IN THAT THE SOUTH SHOULDER SLOPES UP FROM EDGE OF PAVED RUNWAY INSTEAD OF DOWN. TO GIVE DOWN SLOPE TO THIS SHOULDER WILL INCREASE COST $60,000 IF CROSS SLOPE OF RUNWAY IS LEFT AT ONE PER CENT. THE INCREASE IN COST CAN BE REDUCED TO $32,000 IF CROSS SLOPE OF RUNWAY IS CHANGED TO ONE AND ONE-HALF PER CENT. THE LARGE INCREASE IS DUE TO EXISTING GROUND SLOPE AND TO PRESENCE OF ROCK VERY CLOSE TO GROUND SURFACE. WE RECOMMEND PROCEEDING ACCORDANCE PLANS AS PREPARED. RAINFALL IS EXTREMELY LIGHT IN THAT VICINITY. PLEASE INSTRUCT.

R. H. BALDOCK

RECEIVED
NOV 28 1942
FOR FILING

FS-3

November 25, 1942.

Public Roads Administration,
Box 3900,
Portland, Oregon.

Subject: Boardman Flight Strip
Federal Aid Project #FS-3

Gentlemen:

We are enclosing an original and six copies of our application No. 30, for a preference rating on the above-named project.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

H

Inclosure

DA-WC 19(1) Evans Creek-Sams Valley 1943
Access Rd., Jackson Co.
#2614

FORM E-128X 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
FOR FILING

December 26, 1944

copy DA-WC 19-1

R 10727

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Oregon.

Dear Mr. Lynch:

Please refer to your letter addressed to Mr. R. H. Baldock under date of December 2, 1944, relative to right of way on Oregon DA-WC 19(1), Evans Creek-Sams Valley Access Road. The item of $27.54 for a parcel of right of way which was state-owned land and was acquired from the State Land Board is a small item which, because of its smallness, I would be willing to advise the Commission to forget in so far as reimbursement is concerned if it were not for the fact that the Highway Commission accounts are audited by independent auditors and items of this character are often picked up and explanations called for. If the land were owned by the State, by and through its State Highway Commission, there would be little difficulty, but it is owned by the State, represented by the State Land Board, and is land which under the state constitution the State Land Board cannot give away but must sell at appraised value.

Therefore, under the circumstances, may I request that this item be submitted to the Government for approval. The fact that the reconstruction of the road was made necessary by reason of Government activity is pointed to as a reason why the county should not be called upon to pay the claim. I therefore respectfully request that you submit the matter again to the Government.

Yours very truly,

J. M. DEVERS

JMD:PW

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 13, 1944

R 10727

Mr. R. H. Baldock,

Office.

Dear Sir:

I have just read your memorandum of December eighth relative to an item of $27.54 which the Highway Commission paid to the State Land Board for right of way for the Evans Creek-Sams Valley Access Road, and which item the Public Roads Administration has refused to approve for reimbursement on the ground that the Government does not reimburse the State for land owned by the State.

In your letter you suggest three methods: (1) the State absorb the item, (2) the State ask the County to pay it, and (3) make a complete statement of the facts to the Government and request again that the Government reimburse the State.

In my opinion we should first exhaust an effort to get the Government to reimburse the State, and, failing in that, then ask the County to pay the item.

If you want to make further effort to get reimbursement from the Government I will make a statement for you to submit to the Government.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

RRED TO
Probert
Engineer

RECEIVED
DEC 11 1944
FOR FILING

DA-WC 19(1)

Salem, Oregon
December 8, 1944

Mr. J. M. Devers

With reference to the Evans Creek-Sams Valley Access Road, which is a county road, it seems that some of the right of way acquired was purchased from the State Land Board at a price of $27.54. The Government objects to paying the State for State-owned land.

There seem to be three methods of approach to the problem: To absorb it if we legally can; in the event we can not, to ask the County to pay it; in the further event that we cannot legally absorb it and the County will not, to give the facts to the Government and ask them if they will.

R. H. Baldock

RHB:HI

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

December 2, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

#2754

Dear Sir:

The information which you have previously submitted concerning right of way on Oregon DA-WC 19(1), Evans Creek-Sams Valley Access Road, has been forwarded.

It seems likely that approval will be made for Federal participation in the costs of all right of way acquired except for Parcel 10727, which is through State-owned lands. The question of paying the State for State-owned land has been up in several cases in other States, and as payment eventually seems questionable, we have been instructed to explore the possibility of financing the cost of this parcel from other sources. If other funds are not available or cannot be made available for the purpose, it is requested that you kindly furnish evidence to that effect and we will again refer the matter for consideration.

Very truly yours,

W. H. LYNCH
District Engineer

By:
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 4 1944
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
DEC 4 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1944
FOR FILING

DA-WC-19(1)

November 17, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the rights of way papers for the Evans Creek-Sams Valley Access Road Project No. DA-WC 19 (1), which papers were returned by you for correction and supplemental information.

Mention was made in your letter, transmitting these papers, that the descriptions given in the options, under file numbers 10700, 10697 and 10724, do not agree with the location of the parcels shown on the right of way map. Also, inquiry was made regarding a parcel in the SE¼, SE¼, Section 29, T. 34 S., R. 2 W., although we believe you had in mind the parcel located in the SW¼, SW¼, Section 29, T. 34 S., R. 2 W.

Due to the urgency of getting this project under contract, it was necessary for our right of way department to negotiate for the properties before a right of way map could be prepared, and these discrepancies are the result of that situation. However, the proper descriptions are contained in the deeds secured for these parcels and copies of the deeds are enclosed herewith.

Objection was made concerning the payment of Federal funds for a parcel of State-owned land, file number 10,727. This parcel was acquired from the State Land Board. The land in question comes under the classification covered by Section 2, Article 8, of the Oregon Constitution, which section provides that the proceeds from the sale of such lands shall be "set apart as a separate and irreducible fund, to be called the common school fund, the interest of which, together with all other revenues derived from the school land mentioned in this section, shall be exclusively applied to the support and maintenance of common schools in each school district, and the purchase of suitable libraries and apparatus therefor."

Under this constitutional mandate the State Land Board has taken the position that it has no authority to dispose of such lands at less than a fair and reasonable price and by such action unwarrantedly deplete the school fund assets.

Under this interpretation of the Constitution it would not appear that the State Land Board would have any legal authority to grant to the State Highway Commission, without fair and reasonable compensation, any easements of rights of way on any lands for right of way or other purposes in fee simple.

The options for several of the parcels provided for certain work to be performed as a part of the consideration. This work and the estimated cost is as follows:

File No. 10700: Installation of a water pipe line from spring to owner's house and barn. Spring previously used was destroyed by construction of road. Estimated length of pipe line, 1,500 lineal feet. Estimated cost, $925.00.

File No. 10723: Construction of timber cattle pass. Estimated cost, $1,050.00

Estimated amounts and costs of fencing:

File Number	Amount of Fencing Required	Estimated Unit Cost	Estimated Cost
10699	93 rods	$2.40	$ 223.20
10695	124 "	2.40	297.60
10694	148 "	2.40	355.20
10698	267 "	2.40	640.80
10696	73 "	2.40	175.20
10700	447 "	2.40	1,072.80
10723	523 "	2.40	1,255.20
10721	545 "	2.40	1,308.00
10697	98 "	2.40	235.20
10718	40 "	2.40	96.00
10720	63 "	2.40	151.20
10719	18 "	2.40	43.20
	2,439 rods		$ 5,853.60

Four copies of the right of way map for this project are being sent, under separate cover, to replace the copies returned by you for correction.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1944

SUBJECT: R 10727

To: Mr. S. H. Probert
Office Engineer
Office

Attention: Mr. J. W. Nash

Dear Sir:

Reference is made to Parcel 10727 mentioned on page 3 of the letter from W. H. Lynch, District Engineer, dated August 1, 1944, with reference to right of way on Oregon DA-WC 19(1), Evans Creek-Sams Valley Access Road project.

Parcel 10727 was acquired from the State Land Board. The land in question comes under the classification covered by Section 2, Article 8, of the Oregon Constitution, which section provides that the proceeds from the sale of such lands shall be "set apart as a separate and irreducible fund, to be called the common school fund, the interest of which, together with all other revenues derived from the school land mentioned in this section, shall be exclusively applied to the support and maintenance of common schools in each school district, and the purchase of suitable libraries and apparatus therefor".

(A)

Under this constitutional mandate the State Land Board has taken the position that it has no authority to dispose of such lands at less than a fair and reasonable price and by such action unwarrantedly deplete the school fund assets.

Under this interpretation of the Constitution it would not appear that the State Land Board would have any legal authority to grant to the State Highway Commission, without fair and reasonable compensation, any easements of rights of way on any lands for right of way or other purposes in fee simple.

It would seem that this situation would bring the particular property in question under the exception mentioned in Mr. Lynch's letter with reference to state laws.

Yours very truly,

J. M. DEVERS

By J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:AW

RECEIVED
NOV 24 1944
FOR FILING

DA-WC 19(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

August 1, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 5, submitting copies of Option, Final Report and Certificate, together with map showing the parcels of property acquired for rights of way on Oregon DA-WC 19(1), the Evans Creek-Sams Valley Access Road project.

These papers were forwarded by this office on July 7, and the following comments are made:

The options and the final reports for most of the parcels provide for certain work to be performed by the State as a part of the consideration. Our Washington Office has requested that a monetary limitation be shown for such work, and the following is quoted from a letter in connection with right of way papers submitted by another State:

> "* * * We are primarily interested in a limitation being placed on the amount of money the State is going to have to pay out in performing the services which it agrees to perform. For instance, in this particular case, the settlement agreement for several of the parcels acquired provides that the State shall move an irrigation ditch, the actual work to be performed by the road contractor, and no limitation is placed on the amount to be expended by the State. Without a limitation of some nature the landowner could insist upon the performance of services far beyond that actually contemplated at the time the settlement agreement was executed. Inasmuch as the Federal Government is expected to participate in the cost of such items a definite limit should be placed on the expenditure to be made. The State should not expect the Federal Government to agree to bear all or part of the cost of items of such indefinite nature. Future settlement agreements containing such items should show a definite maximum amount beyond which no expenditure will be made by the State or at least beyond which Federal participation will not be requested."

Since such monetary limitations have not been shown in the papers, we believe that a supplemental sheet signed by you listing each parcel and the work to be performed with a monetary limitation for each item will probably be acceptable for this project.

Copy given to Mr. Songa

Our Washington Office requires a detailed explanation of all payments for consequential or other damages. The "Final Report on Real Property Negotiations" includes an explanation of the damages sustained, which we believe will be acceptable if the sketch maps are revised to show additional details as outlined below.

Upon comparing the land descriptions shown in the "Real Estate Options" with the sketch map, the following inconsistencies appear:

> Parcel 10,700 and Parcel 10,697 - descriptions do not agree with the location shown on the right of way map.
>
> Parcel 10,724 - description shows this parcel in the SW 1/4, SW 1/4, Section 7, while sketch map indicates the parcel to be located in the NW 1/4, NW 1/4, Section 7.

The sketch map indicates that a portion of the project lies in the SE 1/4, SE 1/4, Section 29, T. 34 S., R. 2 W. However, the papers do not indicate that right of way was acquired in this 1/4 1/4 section.

Based on requests from our Washington Office for additional information made since the issuance of General Administrative Memorandum No. 149, the sketch map as submitted does not indicate sufficient information. Summarized below are the items which appear to be necessary to meet the minimum requirements for such submissions:

1. All parcels to be acquired.
2. Lines, bearings, distances, and areas of each parcel (area may be shown in square feet or acres, preferably in acres).
3. Names of owners of property abutting highway right of way.
4. Boundaries of holdings when they are within the limits of the drawing.
5. Location of all facilities, such as buildings, ditches, trees, drains, driveways, etc., to be moved or removed, with suitable notations.
6. Location of all facilities to be installed with suitable notations.
7. Any other existing or proposed facilities mentioned in the settlement agreement such as ditches, cattle passes, buildings, springs, etc.
8. When severance damage is involved, location and areas of remaining parcels should be clearly shown.

9. The parcels to be numbered consecutively, as they appear on the sketch map, starting with "parcel 1". The papers applying to each parcel should be designated with the corresponding number.

10. The area of each parcel acquired be colored in a distinguishing color. (Crayon may be used).

11. When easements are acquired in addition to the right of way, the areas of these easements should be shown separately and the area shown in a color different than that used to show the right of way acquired from the same owner.

To facilitate filing, it is suggested that the top half of the construction plans (11"x36" sheets) be used for the sketch map.

The copies of the sketch map furnished with your letter of July 5 are being returned under separate cover for revision.

The real estate option for Parcel 10,719 provides for the payment of $250 to the property owner if and when the fence is moved back to the right of way line. We assume that payment of Federal funds for this item will not be claimed, unless the fence is moved before payment of the final voucher. For your information, we have been informed by our Washington Office that there can be no assurance that any part of such future settlements can be paid by the Federal Government.

Parcel 10,727 involves State-owned land. In connection with requests for Federal participation in the purchase of State-owned lands for rights of way, we have been advised as follows:

> "It is our view that when land is already in public ownership, we should not be expected to pay therefor, and should not do so. In such cases, no change in title is necessary or required insofar as the Federal Government is concerned. The Federal law which permits us to participate in right of way acquisition is limited to the costs of acquiring new or additional lands, and lands already in the ownership of the State or its subdivisions is not new or additional lands. We are constantly granting rights of way to the States across lands owned by the United States and without compensation. * * * However, we will pay for adjustment of any facilities on public-owned lands made necessary by highway construction."

In view of this ruling, it is evident that Federal participation will not be allowed in the purchase of this parcel, unless State laws definitely provide for such action.

In view of the revisions and additional information as mentioned above, further action on the approval of this project will be withheld pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 3 1944
OREGON
STATE HIGHWAY COMMISSION

FORM 2-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
September 21, 1944

DA-WC 19(1)

SUBJECT: Evans Creek - Sams Valley
Access Road
Contract No. 2614

To:

Mr. S. H. Probert
Office Engineer
State Highway
Salem, Oregon

Dear Sir:

We are returning to you blueprint sections of the Evans Creek-Sams Valley Access Road on which we have sketched in the J. E. Drake pipe line as constructed, showing the house and barn and a spring in the barn lot. I do not know where "the first proposed spring" was, if other than the one the pipe line is built to.

On the C. N. Atkins property we have shown the approximate location of the pole corral and chicken house.

Very truly yours,

Glenn E. Roberts

Glenn E. Roberts
Resident Engineer

GER/mah

cc: Mr. H. G. Smith
Mr. K. D. Lytle

RECEIVED
1944
FOR

DA-WC 19-1

Salem, Oregon
September 18, 1944

Mr. Glenn E. Roberts
Resident Highway Engineer
Box 306
Grants Pass, Oregon

Dear Sir:

In order to obtain federal reimbursement on the Evans Creek-Sams Valley Access Road, Contract No. 2614, we need some additional information to support the right of way costs.

On the attached blueprint section of our 100-foot location map 6B-6-14, please show the J. E. Drake pipe line as constructed by extra work order No. 1. Also show the house, barn and original spring and the first proposed spring and the 1,000 feet of new 3/4-inch pipe.

On the C. N. Atkins property, please show the original location of the pole corral and chicken house.

An early return of the enclosed blueprint sections will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by E. Seling/GS

Encl.

cc to R. G. Smith
E. D. Lytle

RECEIVED
JUL 18 1944
FOR FILING

OA-WC 19(1)

July 17, 1944

Associated Indemnity Corp.
Philip S. Carrell
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2614 for work on the Evans Creek-Sams Valley Access Road, in Jackson County, has been completed by the contractor, Tru-Mix Concrete Company, and that final payment in the amount of $3,895.06 will be made on or after July 27, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount if $129,523,58 of which amount $3,175.35 represents the amount of force account items. This contract was completed on December 31, 1943 and accepted by the Commission on July 11, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUL 17 1944
FOR FIL

JA - WC 19(1)

July 14, 1944

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 11, 1944, granted you the extension of time requested, from June 30, 1943 to December 31, 1943, without penalty, in connection with contract No. 2614 for 8.08 miles of grading and surfacing on the Evans Creek-Sams Valley Access Road in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VN

cc - Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

RECORDED
FOR FILE

DA-WC 19-1

July 5, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Under separate cover, we are mailing to you four copies each of option, final report and certificate for the following parcels of property acquired for right of way on the Evans Creek-Sams Valley Access Road Project in Jackson County, federal project No. DA-WC 19 (1).

File No.	Former Owner
10694	Mable P. Scott Messenger
10695	John M. Payne
10696	Laura Wyland, et al
10697	Peter and Malvina Burreson
10698	Alvin O. Cox and Ruth Cox
10698-A	Frank S. and Carrie V. Bowers and Alva O. and Ruth Cox
10699	Nathan H. Messenger
10700	J. E. Drake
10718	George K. Silver
10719	John L. and Beulah O. Peffley
10720	Jackson County
10721	G. N. and Hazel Atkins
10722	Cecil C. Gell
10723	Byron S. and Mae Coulter
10724	Leon H. and Cordie M. McConnel
10725	Frederick Alexander Roe, et al
10727	State of Oregon (State Land Board)
10728	Beulah L. Martin
10730	Chas. H. Bay, et al

We are also mailing, under separate cover, four blueprint copies of map of the above project showing the location of the parcels acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

CERTIFICATE

R/W File 10694

M/O File RW 7394

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WO 19 (1)

Former Owner Mable P. Scott Messenger

Land Acquired 4.15 acres as described in option

Character of Title Warranty deed

Consideration Paid $100.00

Date of Conveyance January 9, 1943

Recorded Volume 241 Page 308 Deed Records of Jackson County.

Dated this ______ day of ____________, 194__.

Chief Counsel

CERTIFICATE

R/W File 10693

M/O File [illegible] 7403

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~ ~~Highway~~ in Jackson County

Federal Aid Project No. DA-WC 19 (1)

Former Owner John M. Payne

Land Acquired 4.73 acres as described in option

Character of Title Warranty Deed

Consideration Paid $140.00

Date of Conveyance January 7, 1943

Recorded Volume 241 Page 416 Deed Records of Jackson County.

Dated this ____ day of ________, 194__.

Chief Counsel

CERTIFICATE

R/W File 10696

M/O File [illegible]

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~
~~Highway~~ in Jackson County

Federal Aid Project No. DA-WO 19 (1)

Former Owner Laura Wyland, et al

Land Acquired 0.83 acres as described in option

Character of Title Warranty Deed and Bargain & Sale Deed

Consideration Paid Gratis

Date of Conveyance May 21, 1943 and May 14, 1943

Recorded Volume 244 Page 228 & 230 Deed Records of Jackson County.

Dated this ________ day of ________________, 194__.

Chief Counsel

CERTIFICATE

R/W File 10697

M/O File [illegible] 7490

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WR 19 (1)

Former Owner Peter and Melvina Burreson

Land Acquired 1.2 acres as described in option

Character of Title Warranty Deed

Consideration Paid Gratis

Date of Conveyance March 10, 1943

Recorded Volume 242 Page 492 Deed Records of Jackson County.

Dated this ______ day of ______________, 194__.

____

Chief Counsel

CERTIFICATE

R/W File 10698

M/O File 7442

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WC 19 (1)

Former Owner Alvin O. Cox and Ruth Cox

Land Acquired 0.07 acres as described in option

Character of Title Warranty Deed

Consideration Paid Gratis

Date of Conveyance January 27, 1943

Recorded Volume 241 Page 455 Deed Records of Jackson County.

Dated this ________ day of ________________, 194__.

Chief Counsel

CERTIFICATE

R/W File 10698-A

M/O File RW 7433

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WC 19 (1)

Former Owner Frank S. and Carrie V. Bowers and Alva O. and Ruth Cox

Land Acquired 3.15 acres as described in option

Character of Title Warranty Deed

Consideration Paid $336.25

Date of Conveyance January 29, 1943

Recorded Volume 241 Page 595 Deed Records of Jackson County.

Dated this ________ day of ________________, 194__.

____

Chief Counsel

CERTIFICATE

R/W File 10699

M/O File RW 7480

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WC 19 (1)

Former Owner Nathan H. Messenger

Land Acquired 2.18 acres as described in option

Character of Title Warranty Deed

Consideration Paid Gratis

Date of Conveyance January 7, 1943

Recorded Volume 241 Page 273 Deed Records of Jackson County.

Dated this ____ day of ________, 194__.

Chief Counsel

CERTIFICATE

R/W File 10700

M/O File RW 7449

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Evans Creek-Sams Valley Access Road ~~Section of~~

~~Highway~~ in Jackson County

Federal Aid Project No. DA-WO 19 (1)

Former Owner J. F. Drake

Land Acquired 5.07 acres as described in option

Character of Title Warranty Deed

Consideration Paid $750.00

Date of Conveyance January 29, 1943

Recorded Volume 242 Page 49 Deed Records of Jackson County.

Dated this ________ day of ________________, 194__.

Chief Counsel

RECEIVED
JUN 29 1944
FOR FILES

A-WC 19-1

June 28, 1944

Associated Indemnity Corp.,
Mr. Philip S. Carroll, Attorney-in-Fact
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

This letter is simply to inform you that I have received notification from Mr. Walter Messenger, Gold Hill, Oregon, advising that his claim against the Tru-Mix Concrete Company arising out of the Evans Creek-Sams Valley Access Road contract has been settled to his satisfaction.

I thought that you would like to have this information inasmuch as you appear as surety on the bond furnished by the Tru-Mix Concrete Company in connection with this job.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

BG:vs

cc Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

10M 8-40

COMMISSIONERS
BANFIELD, CHAIRMAN
PORTLAND
HUR W. SCHAUPP, MEMBER
KLAMATH FALLS
LE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 21, 1944

#2614

Mr. Walter J. Messenger
Gold Hill, Oregon

Dear Mr. Messenger:

We have on record in our office your claim against the Tru-Mix Concrete Company for culvert and fence repair on the Evans Creek-Sams Valley Access Road in Jackson County. However, we do not know if this claim has been satisfied.

NOTE TO Dist. - cc Tru-Mix
DATE 6-27-44

We are about to make semi-final payment on this contract and before long will be making final payment. I thought that you should have this information in case your claim has not been paid and you desire to take action to collect.

Kindly advise.

Very truly yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1944
OREGON
STATE HIGHWAY COMMISSION

HBG:vbh

Dear Sirs:
Have received check from Tru-Mix Company for culvert work. The damage to fence was not great so we'll drop that claim.
Yours truly
Walter Messinger

REFERRED TO [illegible]
BY SECRETARY

Note this on your card for contract 2614 [illegible]

noted [illegible]

M.M.

RECEIVED
JUN 23 1944
~~FOR FILING~~

DA-WC 19 (1)

June 21, 1944

#2614

Mr. Walter J. Messenger
Gold Hill, Oregon

Dear Mr. Messenger:

We have on record in our office your claim against the Tru-Mix Concrete Company for culvert and fence repair on the Evans Creek-Sams Valley Access Road in Jackson County. However, we do not know if this claim has been satisfied.

We are about to make semi-final payment on this contract and before long will be making final payment. I thought that you should have this information in case your claim has not been paid and you desire to take action to collect.

Kindly advise.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

Noted
V.H.

RECEIVED
JUN [illegible]

DA-WC 19-D

June 21, 1944

Associated Indemnity Corp.
Philip S. Carroll, Agent
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Tru-Mix Concrete Company, on contract No. 2614, covering 8.06 miles of grading and surfacing on the Evans Creek-Sams Valley Access Road, in Jackson County. This payment, in the amount of $7,831.57, will be made on or after July 1, 1944. The retained percentage is $3,885.42.

There is a claim filed against this project by Walter J. Messenger of which you have been previously notified. We do not know whether this claim has been satisfied.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

vs

RECEIVED
JUN 19 1944
FOR FILING

DA-WC 19 (1)

June 15th, 1944

Mr. F. B. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Tru-Mix Concrete Company on the Evans Creek-Sams Valley Section, DA-WC-19(1), Contract No. 2614. The contract was awarded on January 4th, 1943. Work started on January 16th, 1943 and was completed December 31st, 1943. The specified date of completion was June 30th, 1943.

Failure to complete within the allotted time was due mainly to inability to get and keep sufficient men; those available were not of high quality. This condition existed despite the payment of high wages. Clearing was continuous over the job and required much hand labor.

It is considered that the contractor did the best he could under the circumstances, and it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

DA-WC 19-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 6 1944
FOR FIL

May 5, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WC 19(1), Evans Creek-Sams Valley Access Road, was made by a representative of this office on April 17, 1944. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 6 1944
OREGON
STATE HIGHWAY COMMISSION

Jto

RECEIVED
MAR 1 1944
FOR FILING

LA-WC 19-1

February 29, 1944

Mr. Walter J. Messenger
Gold Hill, Oregon

Dear Mr. Messenger:

Further reference is made to your letter of February 7 regarding your claim against Tru-Mix Concrete Company for repairing a culvert.

I am now in receipt of a letter from Associated Insurance Companies in which they advise that the Tru-Mix Concrete Company has no knowledge of your claim against them. Also, in which they suggest that you file your claim with the Tru-Mix Concrete Company who, they believe, will give it prompt attention.

I believe that it would be well to follow this suggestion and file your claim direct with the Tru-Mix Concrete Company, whose address is 248 McAndrews Road, Medford, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

cc - Tru-Mix Concrete

cc. Associated Insurance Cos.

Miss Munch
did you note this on the card?
HH

Yes - RS

10G 2C-19-1
(2614)

ASSOCIATED *Insurance Companies*
HOME OFFICE: ASSOCIATED INSURANCE BUILDING, SAN FRANCISCO, CALIFORNIA
NORTHWESTERN DEPARTMENT
PHILIP S. CARRELL, RESIDENT VICE PRESIDENT
1209 WILCOX BUILDING
PORTLAND, OREGON

February 28, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have communicated with the Tru Mix Concrete Company and find they have no knowledge of any claim Mr. Messenger may have against them.

It would be our suggestion as well as the suggestion of the Tru Mix Concrete Company that if Mr. Messenger has any claim that he contact Tru Mix Concrete Company. We are quite sure the claim will receive their prompt attention.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

Philip S. Carrell
Resident Vice President

PSC:PLP
cc Tru Mix Concrete Co.

NOTED
H. B. GLAISYER

NOTE TO Messenger
DATE 2-29-44

REFERRED TO
Mrs. Meech
BY SECRETARY

Get me the previous correspondence on this.
HBG

RECEIVED
FEB 29 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1944
FOR FILING

DA-N@ 19-1

REFERRED TO
Mrs Smith
BY SECRETARY

enter claim on card

February 14, 1944

NOTED
RUTH SMITH

Mr. Walter J. Messenger
Gold Hill, Oregon

Dear Mr. Messenger:

Reply is made to your letter of February 7, 1944, directed to the State Engineer which has been referred to this department inasmuch as it involves a certain highway contract.

You advise that you have not as yet received a check from the Tru-Mix Concrete Company for services rendered in connection with culvert repair, also in which you make a claim for damages to your fence.

I have made a thorough check of the Highway Department offices but fail to find any previous reference to your claims and assume therefore that your claim is against the Tru-Mix Concrete Company. Such being the case, I would suggest that you file claim against the bond furnished by that company in connection with the job in which your claims have arisen. I believe that you have reference to State Highway Contract No. 2614 which was awarded to the Tru-Mix Concrete Company on January 4, 1943. The work involved was 8.08 miles of grading and surfacing on the Evans Creek-Sams Valley Access Road in Jackson County.

The bond furnished by the contractors in connection with this project was written by the Associated Indemnity Corporation, for whom Philip S. Carroll is local agent with offices in the Wilcox Building in Portland. It would be well for you to file your claim with this company and also with the Secretary of State in accordance with provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which I enclose. In accordance with our usual procedure I am today bringing your claims to the attention of the bonding company for its advance information.

You will note in the law that notice of your claim should be filed with the Secretary of State prior to the expiration of six months immediately following the completion of the contract and the acceptance of the same by the State Highway Commission. According to our records the job was completed by the contractor on December 31, 1943; however, it has not as yet been accepted by the Highway Commission although it probably will be accepted by the Commission at its meeting this week or at its meeting in March.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

February 14, 1944

Associated Indemnity Corporation
Philip S. Carrel, Agent
Wilcox Building
Portland 4, Oregon

Dear Mr. Carrell:

Attached hereto is a copy of a letter that has been received by the State Highway Commission from Walter J. Messenger of Gold Hill, Oregon, advising of his claim against the Tru-Mix Concrete Company arising out of their Contract No. 2614 for 8.06 miles of grading and surfacing on the Evans Creek-Sams Valley Access Road in Jackson County.

This information is given you inasmuch as you appear as surety on the bond furnished by the Tru-Mix Concrete Company in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HDG:df

RECEIVED
FEB 8 1944
STATE ENGINEER
SALEM, OREGON

Gold Hill Oregon
Feb. 7. 1944.

State Engineer
Dear Sir.

I havent received the check from the Truesmit Co. for fixing the culvert which was a days work, also they spoiled quite a bit of our fence and we would like pay for it.

Yours truly
Walter J. Messinger

NOTE TO [illegible]
DATE 2-14

ANSWERED
H. B. GLAISYER

RECEIVED
FEB 18 1944
FOR FILING

FA-WC 19-1

February 3, 1944

Mr. Stanley J. Morris
2nd Lt. J. A. G. D.
Post Claims Officer
Camp White
Medford, Oregon

Dear Sir:

We refer to your letter of January 29, concerning the Evans Creek-Sams Valley Access Road Project.

Final completion of this project has been held up by delay on the part of the contractor in the performance of some odds and ends of clearing and clean-up work. It is possible that the work is now all completed but, if so, we have not been advided to that effect by the resident engineer.

The road was not formally opened to traffic as of any particular date, and we do not have information as to the date on which the first vehicle traversed it throughout its entire length. Our weekly reports from the resident engineer indicate that the project was in good condition for travel throughout on November 6, 1943. It is probable, however, that some traffic used it before that date.

Facts being as above stated, we are not in position to furnish the certificate which you have requested. Our suggestion is that you contact our Division Engineer, K. D. Lytle, at Roseburg, and endeavor to work out with him a form of certificate which will serve your purpose.

Relative to the matter of improving the old private wood road to give access to the highway from the William Marsh property, we know of no steps that you need to take other than to obtain deeds or easements from the owners of the properties crossed. The State Highway Commission is interested in the improvement only at the point where connection is made with the highway. The requirements at that point are that proper drainage be provided and that no hazard to traffic be created.

It may be that you should communicate with W. H. Lynch, District Engineer for the Public Roads Administration, P. O. Box 3900, Portland (8), Oregon, in regard to the proposed improvement, as it is our understanding that the P. R. A. has more or less control over all federal road work outside the boundaries of military establishments.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

cc to K. D. Lytle

IN REPLY
REFER TO:

HEADQUARTERS CAMP WHITE
MEDFORD, OREGON

29 January 1944

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Will you please furnish the undersigned with a signed certificate, in quintuplicate, executed either by or in behalf of the Commission or any state official having knowledge of the fact, setting forth the date of completion of the New Ramsey Road, otherwise known as the Evans Creek, Sams Valley Access Road, Jackson County, Oregon; also, when this road was turned over to the public for use. It is believed that the date in question is January 3, 1944. The certificate need be addressed to no one. This request is being made pursuant to the suggestion of the County Engineer of Jackson County.

There appears to be an old private wood road extending from land owned by William Marsh, Jackson County, Oregon, (NE¼ of S.8, T35, R2W) to the New Ramsey Road, which transverses, in part, land belonging to Jackson County, (N½ of SW¼ & SW¼ or SW¼ of S.5, T35, R2W.) In event the United States Government shall deem it advisable to improve this private road for use by William Marsh, are there any procedural or other steps required to be taken by the Federal Government as a condition precedent to its making such improvement?

An addressed stamped envelope is enclosed for your use.

Yours very truly,

Stanley J. Morris

STANLEY J. MORRIS
2d Lt., JAGD
Post Claims Officer

RECEIVED
JAN 31 1944
OREGON
STATE HIGHWAY COMMISSION

Form E-1—[illegible]

L.A-118 11-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8th., 1944, 19

Section Evans Creek - Sams Valley Access Road

Kind of work Grading and Surfacing

Highway

Section prefix 215 - 1013

Contractor Tru-Mix Concrete Company

Contract number 2614

Date of contract January 4th., 1943, 19

Date of completion June 30th., 1943, 19

Date work started January 14th., 1943, 19

Estimated date of completion ?, 19

Amount of contract . . . . . . $ 133,416.20

Per cent of time elapsed 209% %

Estimated cost of completed project, exclusive of engineering . . . . $ 152,785.17

Per cent of contract completed, based on total contract price . . . . 99% %

Engineering cost to date, $ 7,340.00, 5.44% %

Date project was completed 12-31-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on job by contractor, Ground covered with snow.

Party working on final estimate.

RECEIVED
JAN 10 1944
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

NOTED
E. R

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.08	8.08			
Miles partially completed	None	None			
Miles completed	8.08	8.08			
Total estimated quantities	91,500	16,820			
Estimated quantities moved or placed to date	85,000	16,820			
Average daily quantities Past Week	xxxxxxx	xxxxxx			
Average daily quantities necessary to complete project on time	xxxxxxx	xxxxx			
Number shifts per day	xxxxx	xxxxxx			
Hours per shift	xxxx	xxxxxx			
Average force on project for week	xxxxx	xxxxxx			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Bright		
Monday	Bright		
Tuesday	Rain and Snow		
Wednesday	Rain and Snow		
	Cloudy		
	Fair		
	Cloudy		

STATE PRINTING DEPT.

RECEIVED
AUG 25 1943
FOR FILING

Stencil No. [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC 19(1)

August 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WC 19(1)
Evans Creek-Sams Valley Access Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
AUG 23 1943
OREGON
STATE HIGHWAY COMMISSION

Jcm

Wa4 pe 17141

Form P. R. 2
State Oregon
Project No. DA-WC 19(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of June, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of December 1942; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fifty-nine thousand, nine hundred fifty-seven and 82/100 dollars ($159,957.82) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which ~~[illegible] the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State -- (Include date and citation of act of legislature by which authorized)

(*b*) From other sources **from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Laws 295 - 77th Congress)**
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 0+00 in the N. ½, Sec. 29, T. 34 S., R. 2 W., W.M., and survey station 429+73.7 at the SE corner, Sec. 24, T. 35 S., R. 3 W., W.M.**

----------------, length **8.078** miles, in **Jackson** County, being ~~Section~~ ---------- of **Oregon Defense Access** project No. **DA-WC 19(1)**, consisting of **8.078** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project ~~[illegible]~~ covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction ~~of Section~~ of said project shall not in any event exceed the sum of **one hundred fifty-nine thousand, nine hundred fifty-seven and 82/100** dollars ($**159,957.82**), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] share of~~ **is** ~~[illegible]~~ the approved total estimated cost ~~of Section~~ of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 529, Laws 1939.**
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED AUG 14

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 1 - 1943, 19___

on [illegible]

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-[illegible] 19(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 159,957.82 as the total estimated cost of said project, and the sum of $ 159,957.82 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL 1 - 1943

Federal Works Administrator,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

JUN 1 - 1943

DH-WC 19

RECEIVED
JUL 31 1943
OFFICE OF [illegible] ENGINEER

MILES STUART

L. SOMERS

TRU-MIX CONCRETE CO.
GENERAL CONTRACTORS
248 McANDREWS ROAD
TELEPHONE 2910
MEDFORD, OREGON

READY MIXED CONCRETE
DELIVERED TO JOB

BETTER MATERIAL
AT LESS COST

July 26, 1943

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Regarding your letter of July 24th; we wish to assure you that our Evans Creek-Sams Valley contract will be completed well in advance of the date you mention in your letter.

We have the grading work about 80 percent completed at this time and should have it entirely completed by the 15th of August, with the equipment we now have on the job.

Our crusher is set up and ready for operation and we expect to start putting gravel on the road the 28th of July, so should have the gravel complete well in advance of your tentative completion date.

We have withdrawn some men and equipment from this job at various times to take care of necessary war work in this area, that we have been called upon to do, but I feel that we have never materially slowed the progress of this job by so doing.

Thanking you for your consideration, we are

Very truly yours,

TRU-MIX CONCRETE COMPANY

BY F. L. Somers

FLS/h
c.c. W.H.Lynch
c.c. H. G. Smith
c.c. K. D. Lytle

REFERRED TO
H G Smith
by Chief Engineer

Please check
with Lytle

RECEIVED
JUL 27 1943
OREGON
STATE HIGHWAY COMMISSION

CP-W° 19

July 24, 1943

Tru-Mix Concrete Company
McAndrews Road
Medford, Oregon

Gentlemen:

A complaint has been received from the Public Roads Administration that adequate progress is not being made on the Evans Creek-Sams Valley Project and that you do not have adequate equipment or personnel on the work.

At the time of the award of this work there was considerable objection to awarding it to you, as the Public Roads Administration did not feel that you would push the work to an early completion, but afterward, during an inspection on the ground, you assured Mr. Smith that you had arranged for adequate grading equipment and could obtain more if necessary. I am also advised by our field engineers that you apparently are running this job as an adjunct to your Medford operations and do not hesitate to withdraw men and equipment from the job whenever you need them elsewhere.

The importance of early completion of this job was explained to you at the time of the awarding of the work, so I do not feel it necessary to go into this matter again, but I do wish to advise you that we expect your performance to be fully in accordance with the promises which you made at that time.

The completion date on this project was June 30, 1943. I realize that the unusually wet weather this spring delayed grading operations somewhat, but this must be made up by additional men and equipment working from now on. Please augment your forces to provide a daily output so that the job can be completed by October 1. If this be not done and we receive further censure from the Public Roads Administration on this job, it may seriously affect your qualification to bid on future highway work.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. W. H. Lynch
Mr. H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 22, 1943.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WR 11(1), Tolo-Camp White, and DA-WC 19(1), the Evans Valley-Sams Valley projects.

The date for completion on each of these projects is June 30, 1943.

Our inspection of these projects has shown that the contractor has not used his best efforts to push these projects to completion. This is particularly so on DA-WC 19 where the contractor has not had adequate equipment or personnel on the work. From the present outlook this project may not even be completed this year and that must not be allowed to happen.

Will you therefore please take this matter up with the contractor and impress on him that an adequate force and equipment must be placed on the project at once so as to insure its early completion.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
H G Smith
By [illegible]

Please prepare
letter on the
[illegible] to [illegible]

RECEIVED
JUL 23 1943
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC 19

June 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WC 19(1), Evans Creek-Sams Valley Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUN 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

Jon

RECEIVED
FOR FILE

DA-WC 19

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Evans Creek-Sams Valley Access Road, Project No. DA-WC 19 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WC 19 (1)

EVANS CREEK-SAMS VALLEY ACCESS ROAD PROJECT

IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 22, 1943.

All Required		Preliminary Engineering		$	3,200.00
All Required		Lands, Rights of Way, Easements		$	10,000.00

Construction

All Required		Clearing and Grubbing		$	21,000.00
550	cu. yds.	Trench Excavation, Common	$ 2.00		1,100.00
100	cu. yds.	Trench Excavation, Solid Rock	10.00		1,000.00
86,500	cu. yds.	General Excavation, Common	.48		41,520.00
5,000	cu. yds.	General Excavation, Solid Rock	.48		2,400.00
27,000	yd. stas.	Short Overhaul	.03		810.00
40	Cuyd. stas.	Long Overhaul	.40		16.00
8.08	miles	Finishing Roadbed and Slopes	265.00		2,141.20
100	lin. ft.	6" Concrete Drain Pipe	.90		90.00
3,300	lin. ft.	18" Concrete Pipe	3.60		11,880.00
400	lin. ft.	24" Concrete Pipe	5.50		2,200.00
140	lin. ft.	30" Concrete Pipe	8.00		1,120.00
120	lin. ft.	36" Concrete Pipe	10.00		1,200.00
10	lin. ft.	Rock or Gravel Backfill in Drains	1.00		10.00
12,000	cu. yds.	1½" – 0" Material in Surfacing	2.50		30,000.00
5,800	cu. yds.	3/4" – 0" Material in Surfacing	2.60		15,080.00
1,700	cu. yds.	Filler	.35		595.00
1,700	yd. stas.	Hauling Filler	.12		204.00
350	M-Gals.	Sprinkling	3.00		1,050.00
			Subtotal	$	133,416.20
			10% Engr. & Cont.		13,341.62
			Total	$	146,757.82

Length 8.078 miles
Cost per mile $18,167.59

Federal Access Road Funds Requested:

Preliminary Engineering	$	3,200.00
Lands, Rights of Way, Easements		10,000.00
Construction		146,757.82
	$	159,957.82

Funds for Maint.: Chap. 329, Laws 1939.

RECEIVED
JAN 2[illegible] 1943
FOR FILING

DH-HC 17

January 26, 1943

Mrs. Mabel Messenger
Gold Hill, Oregon

Dear Madam:

The Evans Creek-Sams Valley Road has a surfacing only 18 feet wide, with very shallow ditches and with rather sharp curvature and steep grades, so that I do not believe you need be concerned about this being an unduly expensive improvement. It is about the minimum standard of road that can be built and carry two-way traffic. The right of way has been widened from 40 to 60 feet, since a 60-foot right of way is the minimum which can be used where the expenditure of federal funds is involved.

We are always careful to preserve all shade trees which are not required to be moved by the grading section, and I will especially caution our engineers to save all the trees possible in this particular locality.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith
Mr. K. D. Lytle
Mr. Tom Edwards

Gentlemen:

Please preserve all trees not dangerous to traffic.

Gold Hill, Oreg.

Jan. 20, 1943

State [illegible] Commision

[illegible]

Oregon

REFERRED TO H G Smith
By Chief Engineer
please prepare a reply

Dear S[illegible]

[illegible] the country to the needless expense of widening a road already good? I refer to the Southern end of the Evans Creek- Sams Valley road, between the Burreson, Silver and Peffley places. This road is level and all it needs is surfacing to make it a very good road. It dosn't need any deeper ditches at the side and the surface could be put clear out near the fence. This road never gets soft and the water never stands on it.

We are told to conserve money, material and labor and I do not think it patriotic to put in this expensive improvement- that is not an improvement either. It spoils the yards of these people for it will remove all the shade trees of the homes and that beautify the road . Aroad with trees along the side is much more attractive.

I am expressing the opinion of all my neighbors.

Hoping it may be possible for you to think it best to alter the plans.

Yours for a beautiful road

Mabel Messenger

RECEIVED
JAN 25 1943

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JAN 2[illegible] 1943
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1943
FOR FILING

DA-WC 19

January 15, 1943

Associated Indemnity Corporation
Philip S. Carvell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2614, which was awarded to Tru-Mix Concrete Company by the State Highway Commission on January 4, 1943, covering 8.08 miles grading and surfacing on the Evans Creek-Sams Valley Access Road, in Jackson County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JAN 15 1943
FOR FILING

DA-WC 19

January 15, 1943

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2614, which was awarded to you on January 4, 1943, by the State Highway Commission, covering 8.08 miles grading and surfacing on the Evans Creek-Sams Valley Access Road, in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JAN 5 - 1943
FOR FILING

DA-WC M

January 5, 1943

Pre-Mix Concrete Company
246 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2614 which was awarded to you by the State Highway Commission on January 4, 1943, covering 8.06 miles grading and surfacing on the Evans Creek-Sams Valley Access Road, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

[illegible]

Secretary

RECEIVED
JAN 2 1943
FOR FILING

LA-WC-19(1)

AGENDA
JAN 14 1943

2.b

January 4, 1943

Tru-Mix Concrete Company
248 McAndrews
Medford, Oregon

Gentlemen:

Confirming our telegram to you of this date, the State Highway Commission has today awarded you the contract for 8.3 miles grading and surfacing on the Evans Creek-Sams Valley Access Road Project, in Jackson County. This award was based on your low bid of $133,416.20 submitted on December 18, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert
Mr. Paxson

Sec confirmed

M

IVED

Postal Telegraph

Mackay Radio (31) All America Cables

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired: otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON JANUARY 4 1943

TRU-MIX CONCRETE COMPANY
245 McANDREWS
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR EVANS CREEK-SAMS VALLEY ACCESS ROAD PROJECT, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED DECEMBER 18 1942. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

PORTLAND, OREGON

PLEASE CONCUR IN AWARD CONTRACT TODAY FOR EVANS CREEK-SAMS VALLEY ACCESS ROAD PROJECT TO TRU-MIX CONCRETE COMPANY OF MEDFORD. RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

DA-WC 19

RECEIVED
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
573 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(31)

Mackay Radio
All America Cables
Commercial Cables
Canadian Pacific Telegraphs

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Form 16

R35 (SIX) 32/28 GOVT DL=NX PORTLAND ORE 4 402P

R H BALDOCK=
=STATE HIGHWAY ENGINEER (SALEM ORE)=

1943 JAN 4 PM 4 32

=THIS IS OUR CONCURRENCE AS OF TODAY IN AWARD OF CONTRACT FOR OREGON DA-WC-19(1) EVANS CREEK SAMS VALLEY TO LOW BIDDER TRU-MIX CONCRETE COMPANY IN AMOUNT OF $133,416.20

=LYNCH.

DA-WC-19(1) $133,416.20.

SALEM, OREGON
JANUARY 4, 1943

W. E. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

PLEASE CONCUR IN AWARD CONTRACT TODAY FOR EVANS CREEK-SAMS VALLEY ACCESS ROAD PROJECT TO TRU-MIX CONCRETE COMPANY OF MEDFORD. RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

FORM E-[illegible] 20M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
DEC 28 194[illegible]
FOR FILING

DA-WR 19 (1)

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

December 22, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three executed copies of maintenance agreement for the Evans Creek-Sams Valley Access Road, Oregon Project No. DA-WR 19 (1), located in Jackson County, Oregon.

Also enclosed are three copies of a resolution relative to traffic and encroachments executed by the Jackson County Court. Bids were opened on this project December 18.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:mo

Encl.

J. W. Nash

RECEIVED
JAN 5 1943
FOR FILING

DA-WC 19

December 21, 1942

County Court of Jackson County
Medford, Oregon

Gentlemen:

I am enclosing, herewith, a fully executed copy of an agreement between the State Highway Commission and Jackson County, covering maintenance of the Evans Creek-Sams Valley Access County Road, in Jackson County. This agreement was signed by the Highway Commission on December 18, 1942.

This copy is for your records and files.

Very truly yours,

Secretary

RS

SALEM
December 21, 1942

Agreement with Jackson County

Mr. Oscar Cutler
Office

I am handing you, herewith, four copies of an agreement between the State Highway Commission and Jackson County, covering maintenance of the Evans Creek-Sams Valley Access County Road, in Jackson County. This agreement was signed by the Highway Commission on December 18, 1942.

I have retained the original copy and have forwarded one fully executed copy to the County Court of Jackson County.

Secretary

RS

DA-WC 19

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E.documents for Oregon Access Road Project No. DA-WC 19 (1), Evans Valley-Sams Valley Closure Road for Fort White, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way have been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr.Highway Engineer

RECEIVED
DEC 14 1942
STAT [illegible] SSION

Oregon State Highway Department
Federal Access Road Funds Requested

Federal Access Road
Project No. DA-WR 19 (1)

Preliminary Engineering $ 3,200.00
15,000.00
Construction [illegible]
$[illegible]

EVANS CREEK-SAMS VALLEY ACCESS ROAD PROJECT
IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1942

All Required		Preliminary Engineering		$ 3,200.00
All Required		Lands, Rights of Way, Easements		$ 15,000.00
Construction				
All Required		Clearing and Grubbing		$ 15,000.00
550	cu. yds.	Trench Excavation, Common	$ 2.00	1,100.00
100	cu. yds.	Trench Excavation, Solid Rock	4.00	400.00
86,500	cu. yds.	General Excavation, Common	.50	43,250.00
5,000	cu. yds.	General Excavation, Solid Rock	1.50	7,500.00
27,000	yd. stas.	Short Overhaul	.02	540.00
40	C-yd. stas.	Long Overhaul	.50	20.00
8.08	miles	Finishing Roadbed and Slopes	250.00	2,020.00
100	lin. ft.	6" Concrete Drain Pipe	1.00	100.00
3,300	lin. ft.	18" Concrete Pipe	3.00	9,900.00
400	lin. ft.	24" Concrete Pipe	4.50	1,800.00
140	lin. ft.	30" Concrete Pipe	5.50	770.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
10	cu. yds.	Rock or Gravel Backfill in Drains	2.00	20.00
12,000	cu. yds.	1½" - 0" Material in Surfacing	3.00	36,000.00
5,800	cu. yds.	3/4" - 0" Material in Surfacing	3.00	17,400.00
1,700	cu. yds.	Filler	.50	850.00
1,700	yd. stas.	Hauling Filler	.20	340.00
350	M-gals.	Sprinkling	2.50	875.00
		Subtotal		$138,845.00
		10% Engr. & Cont.		13,884.50
		Total		$152,729.50

Length	8.078 miles
Cost per mile	$ 18,906.84

EVANS CREEK-SAMS VALLEY ACCESS ROAD

PROJECT NO. DA-WR 19 (1)

While negotiations for rights of way are in progress, ten parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within eight days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

December 10, 1942

PR 46

Evans Creek-Sams Valley Access Road

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 4, 1942 State Oregon

Completion Date (Est.) June 30, 1943 Project No. DA-WR 19 (1)

Estimated Total Cost Roadway $152,729.90 Length: Miles 8.078

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	300	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	1,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	3,800
5	Timber piling	Lft.					

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SEP 8 1942
FOR FILING
Const
Projects
Access Road

DA-WC 19

September 8th, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box [illegible]
Portland, Oregon

Dear Sir:

The reconnaissance survey and estimate for the access road leading to Evans Valley in the vicinity of Camp White, Jackson County, are finished, but the construction department has not had an opportunity to go over the estimate with the reconnaissance engineer.

Mr. Smith will do this on September 9th, and estimates of cost will be forwarded to you as soon as possible thereafter.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

B

Const
Projects
Access Roads

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 1 - 1942

August 31, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 27 requesting a reconnaissance estimate on an access road in connection with the operation of the Medford Cantonment, known as the Evans Valley Road. Please advise when we may expect receipt of the information requested.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO H G Smith
By Chief Engineer
Pls an
Adm
[illegible]

RECEIVED
1 1942
STATE HIGHWAY COMMISSION

[illegible]

August 31, 1942

Mr. R. H. [illegible]
State Highway Engineer
Salem, Oregon

Dear Sir:

[illegible]

Please advise [illegible]

Very truly yours,

[illegible]
District Engineer

1-4207 Richland-Halfway Rock Production
Baker-Homestead & Halfway Hwys. 1943

#26

RECEIVED
JUL 1 1944
FOR [illegible]

1-1 [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 8, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	7084	2615	4-Final	M. C. Lininger & Sons	773.39	258372	O.K. to release. V.H.
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G.:

We have your acceptance advice on this as well as the approval of time extension.

[illegible]

ACCOUNTING DIVISION

By amw
Bookkeeping Dept.

Approved
Secretary

Noted
V. H.

R.H. Baldock

July 5, 1944.

COST ANALYSIS FINAL REPORT

Baker-Homestead &
Halfway Highways
Contract #2615

Rock Production
M. C. Lininger & Sons, Contractors
E. G. Bickmore; Resident Engineer

Richland-Halfway Section
Prefix #1-4207

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Rock in Stockpile	981.19	393.88	Cu.Yd.	2.49	$ 3.20	$1260.42
3/4" - ½" " " " "	7,399.03	2,970.17	" "	2.49	3.20	9504.54
½" - ¼" " " " " "	7,077.21	2,841.02	" "	2.49	3.20	9091.26
¼" - 10 Mesh " " " "	4,683.24	1,880.0	" "	2.49	3.20	6016.00
Clear & Grub Stockpile Sites	84.00	All				200.00
Leveling " "	65.00	All				200.00
S.P. Screen Rejects	173.56	694.22	Cu. Yd.	0.25	0.25	173.56
Haul Adjustment, Favor of Cont.	107.43	134.29	Yd.Mile	0.08	0.12	16.11
	$20,570.66					$26,461.89

Gross Revenue	$ 26,461.89
Total Cost	20,570.66
Net Profit	5,891.23

Net Profit Equals 22.3% of Gross Revenue

NOTED
State Highway Engineer

EHC/H

DETAIL OF COST

LABOR:

Supervision	$ 1,440.00	
Labor	7,464.30	
State Industrial Accident Insurance	224.65	
Social Security	74.64	
Unemployment Insurance	224.65	
		$9,428.24

EQUIPMENT RENTAL, SUPPLIES & MISC:

Equipment Rental (Includes Repairs)	$ 5,130.00	
Rental Equipment	700.00	
Gas, Oil & Grease	2,164.67	
Explosives	772/66	
Miscellaneous Supplies	101.50	
Move in and Lumber	1,219.38	
Freight and Express	145.68	
PUC Fees	108.75	
Bond	198.46	
Insurance Interest	204.40	
Home Office and General Overhead	396.92	
		$11,142.42
	TOTAL COST	$20,570.66

EHC/H

REMARKS:

This project for the production of crushed rock in stockpile was bid and awarded January 14, 1943. As the contractors were engaged on other State contracts work was not started until March 20, 1944. Crushing was completed May 1 and final cleanup on May 9, 1944.

The contractors elected to set up their plant at M.P. 3.38 and haul rock from the proposed quarry to the plant, but while setting up discovered a very good quality of basalt dice underlying the ground around the site. This quarry was developed and proved very satisfactory to the State while saving the contractors some very expensive quarry work and haul. Only 0.6 of a pound of powder per cubic yard of rock was required for shooting with the rock breaking small and crushing easily. The development of this new quarry is a decided advantage to the State for future rock requirements in this vicinity.

A 3/4" cubic yard shovel and two pit trucks loaded and hauled an average of 50 cubic yards per hour to the crusher. The shovel used was old but in good repair and very little down time was experienced. Before setting up for this contract the contractors completely rebuilt their crushing plant, adding new features as needed. The economy of this was shown in increased production and less down time for repairs. The plant as now operated is capable of a sustained production of around 50 cubic yards per hour. Due to adverse weather, production was somewhat slowed on this project; an average of 38 cubic yards per hour being produced, hauled on average 3 miles and stockpiled.

High bid prices, good operation plus the advantage of finding an excellant quarry close to the highway resulted in a large profit for the contractors. In regard to the rather high bid prices awarded the contractor it should be stated that this contract had been advertised four times before the January letting without receiving a bid. This fact supported the contractor in his contention that the cost of crushing would be high. If the quarry made available to the contractor had been used it would have required more quarry work and four trucks in the pit hauling to the crusher and this increased cost would have been reflected in the cost of the crushed rock.

E. H. CLYMER,
Cost Analyst

By

C. E. Paulsen

EHC/H

RECEIVED
JUN 21 1944
FOR FILES

1-4207

June 19, 1944

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2615 for work on the Richland-Halfway Section of the Baker-Homestead & Halfway Highways, in Baker County, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $773.39 will be made on or after June 29, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $26,461.89 and that no force account work was performed therein. This contract was completed on May 1, 1944 and accepted by the Commission on June 13, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUN 19 1944
FOR FILING

1-4207

June 16, 1944

E. C. Lininger & Son
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 13, 1944, granted you the extension of time requested, from July 15, 1943 to May 1, 1944, without penalty, in connection with Contract No. 2615 on the Richland-Halfway Rock Production Project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:vs

cc Mr. Paul Van Scoy
LaGrande, Oregon

RECEIVED
MAY 16 1944
FOR

1- 4207

May 15, 1944

The Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2615, covering the Richland-Halfway Section of the Baker-Homestead and Halfway Highways, in Baker County. This payment, in the amount of $11,274.10, will be made on or after May 25, 1944. The retained percentage is $794.49.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—6-43

/

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6th 1944, 19

Section Richland - Halfway

Kind of work Furnish Maintenance Mtls.

Highway Baker-Homestead and Halfway

Section prefix 1-4207

Contractor M. C. Linninger & Sons

Contract number 2615

Date of contract January 24 1944, 19

Date of completion May 10 1944, 19

Date work started March 20, 1944, 19

Estimated date of completion May 10 1944, 19

Amount of contract $26,000.00

Per cent of time elapsed 260 %

Estimated cost of completed project, exclusive of engineering $26,000.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 1,000.00, %

Date project was completed 5-1-44, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The crushing of all of the sizes of materials was completed Monday, May 1st. The contractor started immediately to dismantle the plant and remove the equipment to other work. He also has a small crew shaping the stockpiles at the plant for remeasure, all others have been remeasured.

NOTED
H. G. SMITH

RECEIVED
MAY 8 - 1944
OFFICE OF
[illegible] ENGINEER

NOTED
E. M. BOOTH

Signed E. G. Bickmore

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8,000		
Estimated quantities moved or placed to date			8,000		
Average daily quantities			191		
Average daily quantities necessary to complete project on time			none		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			20		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	cold		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
FEB 2 [illegible]
FOR [illegible]

1-4207

February 19, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2615, which was awarded to you on January 14, 1943, by the State Highway Commission, covering the Richland-Halfway Rock Production Project on the Baker-Homestead and Halfway Highways in Baker County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

BS

Secretary

NOTED
A. L. MONSON

RECEIVED
FOR FILING

1-4307

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 5th, 1943.

Oregon State Highway Commission,
State of Oregon,
Salem, Oregon.

Gentlemen:

RE: M. C. Lininger and Sons Contracts,
Nos. 2615 and 2617.

ATTENTION: H. B. Glaisyer,
Secretary.

We wish to acknowledge receipt of your communication of Feb. 4th, 1943, relative to the above and the filing of Power of Attorney on behalf of M. A. Brajavich.

Please be advised that we have today filed with the Insurance Commissioner of the State of Oregon, Power of Attorney No. 272410 issued January 18th, 1943, on behalf of M. A. Brajavich with the Insurance Commissioner of the State of Oregon, and we presume that you will approve the contract bonds issued by us upon verification of this filing.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K V Lively

mb

REFERRED TO
Miss Manson
BY SECRETARY

try the Insurance Commission again
HBG

Bonds approved
2/6/43. a.m

RECEIVED
FEB 6 - 1943
STATE HIGHWAY COMMISSION

RECEIVED
FEB 4 1943
FOR FILING

1-4207

February 4, 1943

The Aetna Casualty & Surety Co.
Eaton, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of M. C. Lininger and Sons' contracts Nos 2615 and 2617, returned by you to this office.

The State Insurance Commissioner advises that M. A. Brojovich is not on record in his office as having power of Resident Assistant Secretary to attest the signature of Karl V. Lively, Resident Vice-President.

Will you, therefore, kindly have such power filed in the office of the Insurance Commissioner in order that we may secure his approval of the bonds furnished in connection with the above-mentioned contracts.

Thanking you, I remain

Very truly yours,

Secretary

AH

RECEIVED
PORTLAND

1-4207

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 2nd, 1943.

State of Oregon,
State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Your Contract No. 2615- M.C. Lininger & Sons, Contract -- Richland-Halfway Rock Production Project on Baker-Homestead and Halfway Highways in Baker County, Oregon.

We are mailing to you under separate cover the above captioned contract in quadruplicate, upon which we have executed the contract bond in quadruplicate in The Aetna Casualty and Surety Company of Hartford, Connecticut.

When these contracts have been approved by the Commission, please send to us one copy for the completion of our records as surety.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K W Lively

mb

cc: -- G. Cyrus Bishop,
Office.

RECEIVED
FEB 3 - 1943
OREGON
STATE HIGHWAY COMMISSION

Received 2/4/43
a.m.

RECEIVED
JAN 1 [illegible]
FOR FILING

1-4207

January 16, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2615 which was awarded to you by the State Highway Commission on January 14, 1943, covering the Richland-Halfway Rock Production Project on the Baker-Homestead and Halfway Highways, in Baker County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JAN 15 1943
FOR FILING

1-4207

January 15, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

The State Highway Commission, on January 14, 1943, awarded you the contract for the Richland-Halfway Rock Production Project on the Baker-Homestead and Halfway Highways, in Baker County. This award was based on your bid of $26,000.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
O. S. Pearson

20-4210 Trent-Salt Cr. Falls Rock 1943
Prod., Willamette Hwy.
#2616

R. H. Baldock

20-4210

RECEIVED
1943
FOR FILING

November 5th, 1943

FINAL COST ANALYSIS

Trent-Salt Creek Falls Section — Willamette Highway
Contract No. 2616 — Trent-Salt Creek Falls Rock Production — Prefix 20-4210
A. H. Saxton & Son, Contractors
P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Material in Stockpile	$2,477.14	1,529.1	Cu. Yd.	$1.62	$3.20	$4,893.12
3/4"-½" " " "	12,927.48	7,992.1	" "	1.62	3.20	25,574.72
½"-¼" " " "	9,879.25	6,098.3	" "	1.62	3.20	19,514.56
¼"-0 " " "	3,271.75	2,019.6	" "	1.62	3.20	6,462.72
S.P. Screen Rejects	3,771.52	7,266.9	" "	0.52	0.25	1,816.73
S.P. Haul Adjustment in Favor of State		5,750.3	Yd. Mi.	0.10		- 575.03
Mat'l Purchased by Lane County	2,790.72	3,060.0	Cu. Yd.	0.91	2.00	6,121.40
Screen Rejects Purchased by Lane Co. Etc.	3,236.48	6,236.0	" "	0.52	0.50	3,118.10
	$38,354.34					$66,926.32

Gross Revenue	$66,926.32
Total Cost	38,354.34
Net Profit	$28,571.98

Net Profit Equals 42.7% of Gross Revenue

SHB 819 CF

Detail of Cost

Labor:		
Supervision	$2,000.00	
Labor	12,264.65	
S.I.A.C.	442.14	
Social Security Insurance	122.64	
Unemployment Insurance	367.94	
		$15,197.37
Equipment Insurance and Misc. Supplies:		
Equipment Rental (Includes Repairs)	$8,881.60	
Rented Equipment	32.00	
Rented Trucks (Includes Gas, Oil & Grease)	5,566.00	
Gas, Oil & Grease	3,325.96	
Lumber	872.72	
Nails, Bolts Etc.	260.67	
Small Tools & Misc. Supplies	333.70	
Insurance	105.02	
P.U.C. Fees	174.05	
Freight	50.92	
Bond	552.39	
Home Office & Overhead	1,236.34	
Sub-contract (Stockpiling)	1,765.60	
		23,156.97
Total		$38,354.34

Breakdown of Crushing Costs

	Quantity	Cost of Rejects	Cost of Crushed Material	Unit Cost of Rejects	Unit Cost Crushed Mat'l
Move In & Set Up (Two Set-ups)	20,699.1 Cu. Yd.		$5,920.28		$0.290
Load to Plant	34,202.0 " "	$762.10	1,168.49	$0.056	0.056
Haul to Plant	34,202.0 " "	1,249.82	1,915.68	0.093	0.093
Scalp (Rejects)	13,502.9 " "	3,240.70		0.240	
Haul to Stockpile (Rejects)	13,502.9 " "	1,746.42		0.130	
Crush	20,699.1	———	9,797.41	———	0.473
Cost of Rejects in Stockpile		$6,999.04	———	$0.519	———
Cost of Crushed Gravel in Bunker			$18,801.86		$0.912

	Quantity	Cost	Unit Cost
Cost of Crushed Gravel in Bunker	20,699.1 Cu. Yd.	$18,801.86	$0.912
Stockpile	17,639.1 " "	1,987.28	0.113
Haul to Stockpile	17,639.1 " "	10,566.19	0.599
Unit Cost of Crushed Gravel in Stockpile			$1.624

REMARKS:

This contract was bid and awarded January 14th, 1943. The contractor began the erection of his first plant set-up March 9th, began crushing April 10th, and completed crushing on the first set-up June 10th, 1943. The plant was dismantled immediately and erection started on the second set-up. Crushing operations were started July 7th, and completed August 12th, on the second set-up.

The contractor moved in from Port Orford, Oregon, and set up a crushing plant consisting of a 15" x 36" jaw crusher, 2'4" Traylor crusher, 1'8" Telesmith crusher, 3' x 8' single-deck Simplicity screen, 3' x 10' triple-deck Simplicity screen, powered with one 120 h.p. Cummings diesel motor and three PD-40 motors. A dragline was tried at the first set-up but after working only a short time was replaced with a ½ cu. yd. shovel and trucks. The contractor used his own trucks supplemented with hired equipment for all long hauls.

The plant operated one shift of either 8 or 9 hours, producing 20,699 cu. yds. in 609 hours operating time for an average production of 34.0 cu. yds. per hour. All material was washed, and an exceptionally fine grade of crushed aggregate was produced.

The material for the first set-up was obtained from the Willamette River at M.P. 35.06. The tendency of this bar to run to fines caused the contractor to scalp about 50% of the material as screen rejects, which slowed production somewhat but did not seriously impede the progress of the job. Material for the second set-up was obtained from a high bar in the Willamette River at M.P. 19.13. Material secured from this bar was of an exceptionally high quality, and excellent progress was maintained by the contractor.

Truck haul averaged 5.2 miles with a fair haul road of ¼-mile from plant to highway and the remainder oiled macadam.

The contractor had high bid prices, produced his material with low labor and equipment cost considering the average labor and rental rates prevailing and showed an extremely high profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
OCT 18 1943
FOR FILING

20-4210

October 18, 1943

A. H. Saxton & Son
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from July 31, 1943, to August 12, 1943, without penalty, in connection with contract No. 2616, for furnishing crushed material on the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - K. D. Lytle

Recorded
10/18/43
E.S.

RECEIVED
OCT 19 1943
FOR FILING

20-4210

October 18, 1943

Maryland Casualty Company
Mansfield & Co.
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2616 for work on the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane County, has been completed by the contractor, A. [illegible] Saxton & Son, and that final payment in the amount of $[illegible],672.77 will be made on or after October 28, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $[illegible]7,686.82, and that no force account work was performed therein. This contract was completed on August 12, 1943, but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

[illegible]

~~Recorded~~

E.B.

NOTED
RUTH SMITH

RECEIVED
SEP 16 1943
FOR FILING

20-4210

September 15, 1943

Maryland Casualty Company
Mansfield & Co.,
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. H. Saxton & Son, on contract No. 2616, covering 16,400 cu. yds. of crushed materials in stock piles, on the Trent-Salt Creek Falls Section of the Willamette Highway in Lane County. This payment, in the amount of $2,631.51, will be made on or after September 25, 1943. The retained percentage is $1,732.39.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsiblity for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HB

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1943

Section Trent-Salt Creek Falls

Kind of work Crushed Matls. in Stockpiles

Highway Willamette

Section prefix 20-4210

Contractor A.H.Saxton & Son

Contract number 2816

Date of contract Jan. 14, 1943

Date of completion July 31, 1943

Date work started March 8, 1943

Estimated date of completion Aug. 15, 1943

Amount of contract $52,480.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $52,480.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2650.00, 5 %

Date project was completed Aug. 12, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor operated plant until Thursday noon, August 12, to complete Project

Survey Party completed the remeasure of all Stockpiles and computed yardage, part of week and worked on other projects remainder of week.

RECEIVED
AUG 16 1943

NOTED
E. M. [illegible]

Tabb Thompson

Signed Tabb Thompson

Address Box 972, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		24,000 C.Y.			
Estimated quantities moved or placed to date		17,300 C.Y. 6,700 Reject.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					2	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	8						8
Men and tractors							
Shovel Opr.	1						1
	13						15

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
FEB 20 1943
FOR FILING

20-4210

February 19, 1943

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2616, which was awarded to you on January 14, 1943, by the State Highway Commission, covering the Trent-Salt Creek Falls Rock Production Project on the Willamette Highway, in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
A. L. MONSON

RECEIVED
FEB 1 [illegible]
FOR FILING

20-4210

February 12, 1943

A. E. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

On January 16, 1943, we forwarded to you, by express, four copies of contract No. 2616, Trent-Salt Creek Falls Rock Production Project on the Willamette Highway, with a request that you execute all four copies as to agreement and bond and return them to this office.

To date the copies of the contract have not been returned to this office. Will you please look into the matter and forward them to us as soon as you possibly can.

Very truly yours,

AM

Secretary

RECEIVED
JAN 18
FOR FILING

20-4210

January 14, 1943

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2616 which was awarded to you by the State Highway Commission on January 14, 1943, covering the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send and executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MS

Secretary

RECEIVED
JAN 15 1943
FOR FILING

20-4210

January 15, 1943

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission, on January 14, 1943, awarded you the contract for the Trout-Salt Creek Falls Rock Production Project on the Willamette Highway, in Lane County. This award was based on your bid of $52,480.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

-420 Rec. of [illegible]sen. R.C. Production

[illegible]

R H BALDOCK

RECEIVED
SEP 29 1943
~~FOR FILING~~

32-4203

Sept. 28, 1943.

COST ANALYSIS - FINAL REPORT

Wallowa Lake Highway, Rock Creek-Joseph Section Rock Production,

Contract No. 2617 Prefix 32-4203-201

M. C. Lininger & Sons, Contractor - E. F. Chidsey, Engineer.

		Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4" - ½"	Crushed Rock in Stockpile	$12,663.00	5,484.67	C.Y.	2.31	3.25	$ 17,825.18
½" - ¼"	Crushed Rock in Stockpile	8,365.00	3,624.89	"	2.31	3.25	11,780.89
¼" - 0"	Crushed Rock in Stockpile	7,010.38	3,036.52	"	2.31	3.25	9,868.69
Clearing, Grubbing and Stockpile Sites		120.00	100%		120.00	200.00	200.00
Leveling Stockpile Sites		165.00	100%		165.00	200.00	200.00
S. P. Screen Rejects		6.95	27.8	C.Y.	0.25	0.25	6.95
S. P. Hauling Screen Rejects		9.44	78.67	Y.M.	0.12	0.12	9.44
S. P. Haul Adjustment Favor of State		—	6,426	Y.M.	—	0.10	— 642.60
		$28,339.77					$ 39,248.55

Gross Revenue	$ 39,248.55
Total Cost	28,339.77
Profit	10,908.78
Profit Equals	27.6% of Gross Revenue

NOTE: These contractors will pay a large income tax which will be deducted from the profit shown.

Detail Cost:

Supervision (Ellis & Raymond)	$ 1,816.94	
Labor	10,709.38	
State Industrial Insurance	321.27	
Social Security	107.09	
Unemployment Insurance	321.27	
		$ 13,275.95

Equipment, Rental, Supplies & Misc.

Equipment Rental	$ 4,850.00	
Equipment Repairs	3,721.25	
Gas, Oil & Grease	2,568.89	
Explosives	1,058.03	
Lumber	613.05	
Miscellaneous Supplies	1,077.80	
Freight and Express	718.78	
P U C	71.92	
Bond	295.50	
Fire Insurance	35.05	
Public Liability & Property Damage	53.55	
		$ 15,063.82

Total Cost $ 28,339.77

REMARKS:

This project for the production of crushed rock in stockpiles was bid and awarded Jan. 14, 1943. The contractor started moving in and setting up March 26th, and crushing was started April 21st. The contract was completed June 23, 1943.

The contractor elected to use the quarry in Lostine opposite Mile Point 56.92 in preference to the gravel bars which were available but would require setting up twice.

The rock broke in small pieces and only about 0.4 pound of explosives per cubic yard was required.

A small semi portable crushing plant was set up at the quarry consisting of 1 - 10" x 36" Jaw Crusher, 1 - 18" x 30" Roll Crusher, 1 - 3' x 8' Screen and 1 - 3' x 12" Triple Deck Screen, powered with 3 - 40 H.P. Diesel Motors. One motor was equipped with a generator which supplied electrical energy to operate the electric motors on the screens and conveyors.

The plant was operated 2 - 8 hour shifts per day and during the latter part of the job 2-10 hour shifts per day. The plant operated approximately 765 hours to produce 12,174 cubic yards of crushed rock an average of about 16 cu.yds. per hour. Rain and snow caused some delay.

The rock in the quarry was loaded with a ½ cu.yd. shovel and hauled to the crusher in one or two four yard trucks. The crushed rock was hauled to stockpile in four yard trucks. A 35 H.P. tractor and dozer was used in shaping stockpiles also for clearing and leveling stockpile site.

Due to the scarcity of labor it was necessary to pay high wages to hold a crew.

High bid prices and good operation resulted in a substantial profit.

E. H. Clymer,
Cost Analyst.

RECEIVED

FILING

32-U263

July 13, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2617 for work on the Rock Creek-Joseph Section of the Wallowa Lake Highway, in Wallowa County, has been completed by the contractor, A. C. Lininger & Sons, and that final payment in the amount of $699.86 will be made on or after July 23, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $39,248.55, and that no force account work was performed therein. This contract was completed on June 23, 1943 and accepted by the Commission on July 7, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HB

RECEIVED
[illegible]
FOR FILING

32-4203

June 29, 1943

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2617, covering work on the Rock Creek-Joseph Rock Production Project on the Wallowa Lake Highway, in Wallowa County. This payment, in the amount of $7,942.97, will be made on or after July 9, 1943. The retained percentage is $1,186.04.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

EB

Form E-1-5M-8-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 9

For Week Ending June 26, 1943, 19

Section Rock Creek - Joseph

Kind of work Rock Production

Highway Wallowa Lake

Section prefix 32-4203

Contractor M. C. Linninger and Sons

Contract number 2617

Date of contract Jan. 14, 19 42

Date of completion June 15, 19 43

Date work started April 21, 1943

Estimated date of completion June 23, 19 43

Amount of contract $39,400.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $39,534.74

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1100.00, %

Date project was completed June 23, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract was completed this week on June 23, and the contractor has moved his equipment from the job.

All stock piles have been measured and the semi-final estimate was submitted on June 25.

RECEIVED
JUN 28 1943

Signed E F Chidsey

Address LaGrande Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,000		
Estimated quantities moved or placed to date			12,173.88		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			10		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	rain		
Tuesday	rain		
Wednesday	rain		completed contract
Thursday	rain		moving plant
Friday	rain		moving plant
Saturday	clear		

RECEIVED
FEB 20 1943
FOR FILES

32-4203

February 19, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2617, which was awarded to you on January 14, 1943, by the State Highway Commission, covering the Rock Creek-Joseph Rock Production Project on the Wallowa Lake Highway, in Wallowa County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RS
Secretary

NOTED
A. L. MONSON

RECEIVED
JAN 18 194
FOR FILING

32-4203

January 16, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2617 which was awarded to you by the State Highway Commission on January 14, 1943, covering the Rock Creek-Joseph Rock Production Project, on the Wallowa Lake Highway, in Wallowa County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

RECEIVED
JAN 15 1943
FOR FILING

32-4203

January 15, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

The State Highway Commission, on January 14, 1943, awarded you the contract for the Rock Creek-Joseph Rock Production Project on the Wallowa Lake Highway, in Wallowa County. This award was based on your bid of $39,400.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

7-4204 Ochoco Summit-Rock Production
Ochoco Highway 1943

#2618

FORM E-90 20M 8-43

REC'D JUN 21 1944 FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 21, 1944

7-4204

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6005	2618	5-Final	M. C. Lininger & Sons	752.10	257409	O.K. V.W.
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G.:
Acceptance advice is received on this, also approval of time extension.
EMT

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

O.K. release warrant

Approved ________
Secretary

Noted
V.W.

RECEIVED
JUN 30 1944
FOR FILING

7-4204

June 2, 1944

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2618 for work on the Ochoco Summit Section of the Ochoco Highway, in Crook and Wheeler Counties, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $752.10 will be made on or after June 15, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise you that the total contract amount is $22,029.65 and that no force account work was performed therein. This contract was completed on January 10, 1944, but it has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

~~For week ending~~ May 26,1944, 19

Section Ochoco Summit

Kind of work Rock Production

Highway Ochoco

Section prefix 7-4204

Contractor M.C.Lininger & Sons

Contract number 2618

Date of contract February 18,1943, 19

Date of completion July 31,1943, 19

Date work started September 17,1943, 19

Estimated date of completion , 19

Amount of contract $ 23,500.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $22321.55

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 1294.32 This office records

Date project was completed January 10,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Drilling operations started September 17 in the designated quarry, with plant erection beginning on September 24. Actual crushing of material did not get underway until October 15. Much of the rock broke big and blocky, somewhat larger than the size that the crusher could handle. A few of these were reshot but much of the oversize was wasted. Also some of the rock was coated and during the wet weather screened poorly. The contractor made a fair showing from October 15 until the last week in November (about 7800 cy) but during the balance of the operations, bad weather, considerable equipment breakdowns and lack of help slowed crushing down to a few yards per day. It was estimated that close to the required amounts were cut on January 10, so the contractor stopped crushing. Final computations show a total of 9728.1 cubic yards lacking 271.9 cy of the estimated 10000 cy set up in the contract.

Cleanup work was not completed until May 25,1944. Ranger White of the US Forest Service in a telephone message to this office accepted this work on that date.

RECEIVED
MAY 31 1944

FINAL REPORT

NOTED
E. M. BOOTH

Signed A. A. Fossen

Address 1290-Wall St. BEND,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

ECEIVED
APR 5 1944
OR FILING

4204

April 4, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 28, 1944, granted you the extension of time requested, from July 31, 1943 to January 10, 1944 without penalty, in connection with contract No. 2618, for the Ochoco Summit Rock Production Project on the Ochoco Highway, in Crook & Wheeler Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc. H. E. Chandler

R.H. Baldock

RECEIVED
MAR 18 1944
FOR FILING

7-4204

March 6th, 1944

COST ANALYSIS
Rock Production

Ochoco Highway
Contract #2618

M. C. Lininger & Sons, Contractors
A. A. Fossen, Resident Engineer

Ochoco Summit Section
Prefix 7-4204

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
2½"-1" Crushed Rock in Stockpile	$12,214.45	4,906.2	Cu. Yd.	$2.49	$2.25	$11,038.95
1"-0 Crushed Rock in Stockpile	12,028.77	4,822.8	" "	2.49	2.25	10,851.30
Hauling Crushed Rock, Pile Measure	437.31	2,167.0	Yd. Mi.	0.20	0.20	433.40
	$24,680.53					$22,323.65

Total Cost	$24,680.53
Gross Revenue	22,323.65
Net Loss	$2,356.88

Net Loss Equals 10.6% of the Gross Revenue

6H Bo190

Detail of Cost

Labor:

Supervision	$2,200.00	
Labor	7,107.99	
State Industrial Accident Insurance	213.24	
Social Security	71.08	
Unemployment Insurance	213.24	
		$9805.55

Equipment Rental, Supplies and Misc.:

Equipment Rental (Includes Repairs)	$7,075.00	
Rented Equipment	196.00	
Gas, Oil & Grease	2,026.61	
Drill & Shoot Quarry (Subbed)	1,350.00	
Explosives	880.25	
Misc. Supplies	272.20	
Move In	1,060.90	
Freight and Express	172.69	
P.U.C. Fees	64.40	
Bond	167.43	
Interest and Insurance	134.50	
Home Office and Overhead	1,475.00	
		14874.98
Total Cost		$24680.53

Remarks:

This project for the production of crushed rock in stockpile was bid and awarded February 18th, 1943. The contractors started moving in August 8th, and commenced crushing September 15th. Crushing was finished December 20th.

Crushing equipment consisted of one [redacted] 18"x36" jaw crusher, one 2'4" Traylor recrusher, one 3' x 10' three-deck screen, one automatic feeder, one 125 h.p. diesel motor, one 25 h.p. diesel and generator and miscellaneous conveyors, belts, pulleys etc. A ½ cubic yard shovel and two 4 cubic yard trucks were used in the quarry. One four cubic yard truck was used in stockpiling the crushed material. Only one truck was required as over 50% of the material was delivered directly from the bunkers into State trucks and dumped on the highway.

As the contractors had only a short move from Chemult, the cost of moving and setting up of the plant was very nominal. Plant operations started very well, the plant operating one 8-hour shift and averaging approximately 280 cubic yards per shift. Due to major breakdowns and weather conditions the daily output steadily decreased, and at the completion of the job the plant was averaging about 100 cubic yards per day between breakdowns. The plant operated a total of 384 hours and was down 312 hours for repairs, a total of 696 hours. Hourly output for working time averaged 25 cu. yds. and for total elapsed time averaged 14 cu. yds. The plant operated only 55% of the total elapsed working time.

Due to the scarcity of labor it was necessary to pay high wages and keep the crew on straight time whether they worked or not. This extra labor cost not normally anticipated, resulted in an extraordinarily high labor cost for the job.

Major breakdowns on the feeder, diesel motor and power shovel also added to the cost. The shovel used was old and not in the best of repair, and fairly heavy amounts of down time for repairs could be expected, but the feeder and diesel motor were apparently in good condition. Major breakdowns of these last two pieces of equipment were not anticipated and resulted in much lost time during favorable working weather.

The contractors had good prices for the rock, but major breakdowns, high labor cost and the severe weather conditions resulted in a small loss.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JAN 19 1944
FOR FILING

7-4204

January 18, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland (4), Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on Contract No. 2618, covering the Ochoco Summit Section on the Ochoco Highway in Crook and Wheeler Counties. This payment, in the amount of $1,263.60 will be made on or after January 28, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

NOTED
RUTH SMITH

RECEIVED
[illegible]
FOR FILES

7-4204

March 18, 1943

M. C. Lininger & Sons
Box 1291
Medford, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2618 which was awarded to you by the State Highway Commission on February 18, 1943, for the Ochoco Summit Rock Production Project on the Ochoco Highway, in Crook and Wheeler Counties. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

IVED

February 22, 1943

Mr. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2618 which was awarded to you on February 18, 1943, by the State Highway Commission, covering furnishing of crushed rock in stock piles on the Ochoco Summit Section of the Ochoco Highway, in Crook and Wheeler Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 on page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to the payment to the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

RECEIVED
FEB 19 1943
FOR FILING

7-1304

February 19, 1943

M. C. Lininger & Son
P. O. Box 1291
Medford, Oregon

Gentlemen:

The State Highway Commission on February 18, 1943, awarded you the contract for the Ochoco Summit Rock Production Project on the Ochoco Highway, in Crook and Wheeler Counties. This award was based on your low bid of $23,500.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

18-4213 Chemult Rock Production 1943
The Dalles-Calif. & Willamette Hwys.

#2619

R.H. Baldock

18-4213

RECEIVED
FEB 5 1944
FOR FILING

February 4th, 1944

NOTED
State Highway Engineer

COST ANALYSIS - FINAL REPORT

The Dalles-California and
Willamette Highways
Contract #2619

Rock Production

Chemult Section
Prefix 18-4213-201(46)

M. C. Lininger & Sons, Contractors
A. A. Fossen, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$14,605.83	5,995.7 Cu. Yd.	$2.44	$2.70	$16,188.39
½"-¼" " " "	9,075.58	3,719.5 " "	2.44	2.70	10,042.65
¼"-0 " " "	4,148.00	1,700.0 " "	2.44	2.70	4,590.00
Hauling Crushed Rock, Pile Measure	481.10	4,344.7 Yd. Mi.	0.11	0.25	1,086.18
S.P. Screen Rejects	312.93	1,251.7 Cu. Yd.	0.25	0.25	312.93
P.A. #1, Hauling Crushed Rock, Pile Measure	1,823.65	16,583.0 Yd. Mi.	0.11	0.12	1,989.96
Force Account	874.81				874.81
	$31,321.90				$35,084.92

Gross Revenue	$35,084.92
Total Cost	31,321.90
Net Profit	$3,763.02

Net Profit Equals 10.7% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$2,805.00	
Labor	11,946.72	
State Industrial Accident Insurance	358.40	
Social Security	119.47	
Unemployment Insurance	358.40	
		$15,587.99
Equipment Rental, Supplies and Misc.:		
Equipment Rental (Includes Rented Equipment and Repairs)	$7,150.00	
Gas, Oil & Grease	3,104.51	
Explosives	1,550.60	
Miscellaneous Supplies	273.63	
Move In and Lumber	1,259.96	
Freight and Express	1,259.47	
P.U.C. Fees	94.50	
Bond	263.14	
Insurance and Interest	233.10	
Home Office & General Overhead	545.00	
		15,733.91
Total Cost		$31,321.90

Remarks:

This project for the production of crushed rock in stockpile was bid and awarded February 18th, 1943. The contractors started moving in and setting up June 12th, and commenced crushing July 16th. Crushing was completed September 15th, and final cleanup October 11th.

Rock from the quarry broke large but was handled nicely by the 18" x 36" main crusher. The contractors elected to obtain their rock from the floor of the existing quarry rather than shoot the back-face. The rock obtained from the floor was superior to that obtainable from the face. About 0.9 of a pound of powder per cubic yard was required for shooting and block-holing.

A small ½ cu. yd. Speeder shovel used for loading from the pit was too small for the size of rock encountered. Inability to load trucks fast enough to keep the plant running to capacity and constant breakdowns slowed production.

Rock was hauled from the pit to the crusher and from the crusher to stockpiles by seven 4 cubic yard trucks. A 35 h.p. tractor and dozer was used in shaping stockpiles and also for clearing and leveling stockpile sites.

Due to the scarcity of labor and the long distance to the nearest town, it was necessary to pay high wages and pay straight time whether the crew worked or was off on account of weather or breakdowns.

High bid prices and good operation resulted in a fair profit, although a better shovel would have materially increased production and reduced the cost.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 20 1943
FOR FILING

18-4213

December 18, 1943

The Aetna Casualty and Surety Company
Bates, Lively & Pearson, General Agents
301 Yeon Building
Portland, Oregon

Gentlemen:

In reply to your letter of December 17, you are advised that contract No. 2619, with M. C. Lininger & Sons, for the Chemult Rock Production Project on The Dalles-California and Willamette Highways, in Klamath County, was completed on September 23, 1943, and accepted by the State Highway Commission on November 2, 1943.

The total contract amount was $35,084.92, of which amount $874.81 represents the amount of force account items.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:MS

L-139

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

December 17, 1943

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract No. 2619 - Chemult Section of the Dalles-Calif. & Willamette Highways-M. C. Lininger & Son Contractors.

Gentlemen:

In reference to your letter of November 16,1943 advising us that the final payment will be made on the above captioned contract on or about November 26, 1943. Has this contract been completed ? and if so what was the final amount of contract? ?

Awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

Encl.

REFERRED TO
Mr Reid
BY SECRETARY
prepare reply

RECEIVED
DEC 18 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1943
FOR FILING

18-4213

November 16, 1943.

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 26[illegible] for work on the Chemult Section of The Dalles-California and Willamette Highways, in Klamath County, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $1,0[illegible] will be made on or after November 26, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $35,084.92, of which amount $874.81 represents the amount of force account items. This contract was completed on September 23, 1943, and accepted by the Commission on November 8, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
RUTH SMITH

[illegible]

RECEIVED
NOV 13 1943
FOR FILING

18-4213

November 12, 1943

E. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1943, granted you the extension of time requested, from July 31, 1943, to September 23, 1943, without penalty, in connection with contract No. 2619 for the Chemult section of The Dalles-California and Willamette Highways in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc--Wm. E. Chandler

NOTED
RUTH SMITH

RECEIVED
OCT 28 1943
FOR FILING

18-4213

October 23, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2619, covering 11,500 cu. yds. of crushed rock on the Chemult Section of The Dalles-California & Willamette Highways, in Klamath County. This payment, in the amount $2,897.13, will be made on or after November 2, 1943. The retained percentage is $1,052.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Form E-1—5M—6-43

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 16,1943, 19

Section Chemult

Highway The Dalles California & Willamette

Contractor M.C.Lininger & Sons

Date of contract February 18,1943, 19

Date work started June 12,1943, 19

Amount of contract . . . . $ 33,850.

Kind of work Rock Production

Section prefix 2619 18-4213

Contract number July 31,1943

Date of completion September 23,1943, 19

Estimated date of completion , 19

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . This office semi-final . $ 35079.22

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 1890., 5.6 %

Date project was completed clean up completed Oct 11,1943., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A brief review of the work done on this project

Erection of plantetc from June 12 to June 15. Drilling and shooting in quarry continued throuhout this period. Most of rock broke in good shape when the holes were spaced right. A drill bit was good for approximately 2 feet of depth before it needed sharpening.

Crushing started on July 16 and was completed on September 15, however the stockpiles [illegible] at the site near the quarry (while complete for amounts) did not get the final smoothing until September 23.

Final cleanup of plant site and the contractors campsite to the satisfaction of the forest service on October 11.

Semi-final estimate submitted to Division office September 30,1943.

Final Report

OCT 18 1943

NOTED
E. M. BOOTH

Signed A A Gossen

Address 1290 - Wall st Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28.64		
Miles partially completed					
Miles completed			28.64		
Total estimated quantities			11,500		
Estimated quantities moved or placed to date			11,413.2 1251.7 (screen rejects)		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			Two men on clean up for this day only
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
[illegible]
FOR FILE

18 - 4213

March 18, 1943

E. C. Lininger & Sons
Box 1291
Medford, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2619 which was awarded to you on February 18, 1943, for the Chemult Rock Production Project on The Dalles-California and Willamette Highways, in Klamath County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
[illegible]
FOR FILES

18-4213

February 22, 1943

H. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2619 which was awarded to you on February 16, 1943, by the State Highway Commission, covering furnishing of crushed rock in stock piles on the Chemult Section of the Willamette and The Dalles-California Highways, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 on page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your special attention is also called to the paragraph on the same page, relating to the payment to the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

RECEIVED
[illegible]
FOR FILING

18-4213

February 19, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

The State Highway Commission on February 18, 1943, awarded you the contract for the Chemult Rock Production Project on The Dalles-California and Willamette Highways, in Klamath County. This award was based on your bid of $33,300.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - S. H. Probert
G. S. Paxson

DA-NI 8 (1) S.W.Grover Street Access Road
Portland 1943
#2620

FORM 2-193K 6M 6-43

RECEIVED
DEC 22 1944
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NI 8-1

December 14, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of an agreement executed by the proper city authorities of Portland and the State Highway Commission, whereby the city agrees to maintain S. W. Grover Street in the City of Portland from S. W. Macadam Avenue easterly to S. W. Moody Avenue, which is Federal Access Road Project No. DA-NI 8 (1).

This project was completed some time ago, but an agreement had never been signed by the city authorities.

I recently took this up with the Department of Public Works, City of Portland, and we now have proper signed agreements.

The resolutions relative to traffic and encroachments were secured at the time that the project was awarded, and copies of the same should be on file in your records.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

cc Mr. J. W. Nash ✓

RECEIVED
DEC 16 1944
FOR FILING

H-N1 8-1

OREGON STATE HIGHWAY COMMISSION

December 13, 1944

Mr. J. O. Bredemeier,
Auditor Pro Tem,
City of Portland,
City Hall,
Portland, 4, Oregon.

Attention: Mr. J. A. York, Deputy.

Dear Sir:

I am enclosing for the records and files of the City of Portland, an executed copy of the agreement between your city and the State Highway Commission, relative to the maintenance of S. W. Grover Street, between S. W. Macadam Avenue and S. W. Moody Avenue, which was improved by the state some time ago as a federal access road project.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jmo
Encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1944

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith are six copies of an agreement signed by the proper city authorities of Portland, whereby the city agrees to maintain S. W. Grover Street in the City of Portland from S. W. Macadam Avenue easterly to S. W. Moody Avenue, being Federal Access Road Project No. DA-NI-8 (1).

This particular project was constructed more than a year ago. However, the City of Portland had never agreed to maintain the project until the receipt of these signed copies.

These are now ready for the Highway Commission, after which one copy should be sent to Mr. J. O. Bredemeier, Auditor Pro Tem of the City of Portland, attention Mr. J. A. York, Deputy. One copy may be retained for your files, and the other four should be returned to me for my records.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

REFERRED TO
Mr. Baldock
BY SECRETARY

Design OK

REFERRED TO
Glaisyer
By Chief Engineer

/

RECEIVED
AUG 25 1943
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NI 8

August 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NI 8(1)
S.W. Grover St. Access Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
AUG 23 1943
Oregon
STATE HIGHWAY COMMISSION

Fen

Wayper 17140

Form P. R. 2
State Oregon
Project No. DA-WI -8(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of June, 1943 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section __________ of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of February 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, five hundred twenty-four and 10/100 dollars ($5,524.10) as the share of the United States payable under said act on account of ~~Section __________ of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State (Include date and citation of act of legislature by which authorized)

(b) From other sources from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress) (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+20 and survey station 2+09 on South Grover Street in Portland

, length 0.050 of a mile~~s~~ in Multnomah County,

being ~~Section~~ Oregon Defense Access project No. DA-NI 8(1) consisting of 0.050 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of mile in length~~

AUG 14 1943

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of **Five thousand, five hundred twenty-four and 10/100** dollars ($ **5,524.10**), certified to the Secretary of the Treasury as above mentioned, which [redacted] is

[redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 529, laws 1939.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JUL 1 - 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WI-8(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 5,524.10 as the total estimated cost of said project, and the sum of $ 5,524.10 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this .... day of JUL 1 - 1943 one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

RECEIVED

DA-NI 8

June 23, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the S. W. Grover Street (Portland) Section, Project No. DA-NI 8 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NI 8

June 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for S. W. Grover Street (Portland) Access Road to the Commercial Iron Works, Project No. DA-NI 8.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUN 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

Fo

DA-NI 8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Final inspection of Oregon DA-NI 8, S. W. Grover Street, Portland, was made by a representative of this office on April 8, 1943. Prompt submission of the final voucher will be appreciated as soon as we may be in a position to act on it.

The agreement for this project is in course of preparation in San Francisco. We have not yet received copies of the contract under which the construction was carried out.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY - 3 1943
OREGON
STATE HIGHWAY COMMISSION

Iron

RECEIVED
APR 2
FOR FILING

DA-N1 8

April 28, 1943

The Ohio Casualty Insurance Co.
H. R. Drinker, Agent
419 S. W. 6th Avenue
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2620 for work on the S. W. Grover Street Access Road Project, in Portland, has been completed by the contractor, Cascade Construction Company, and that final payment in the amount of $500.00 will be made on or after May 8, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $4,885.10, and that no force account work was performed therein. This contract was completed on April 6, 1943, but has not yet been accepted by formal action of the Commission; however, it is anticipated that such action will be taken at the next meeting of the Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
APR 15 [illegible]
FOR FILING

SH-NI. 8

April 14, 1943

The Ohio Casualty Insurance Co.
H. R. Drinker, Agent
419 S. W. 6th Avenue
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Cascade Construction Company, on contract No. 2620, covering work on the S. W. Grover Street Access Road Project in Portland. This payment, in the amount of $3,144.63, will be made on or after April 24, 1943. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
A. L. MONSON

Form E-1—5M—4-42

DA-N18

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 10, 1943

Section	S.W. Grover Street	Kind of work	Grading & Paving
Highway	Access Road	Section prefix	226-1062
Contractor	Cascade Construction Company	Contract number	2620
Date of contract	Feb. 18, 1943	Date of completion	30 weather working days, 1943
Date work started	March 2, 1943	Estimated date of completion	April 6, 1943
Amount of contract	$4,931.00	Per cent of time elapsed	95 %

Estimated cost of completed project, exclusive of engineering . . . $4,885.10

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date, $ 488.50, %

Date project was completed April 6, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this job on Tuesday morning, within 30 weather working days.

Final record completed and turned over to Division Office.

Engineer crew of 2 men, 2 days this week.

APR 13 1943
OFFICE OF
[illegible] ENGINEER

Signed Carl Peterson

Address 9200 S.E.McLoughlin Blvd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.05	0.05			0.05
Miles partially completed					
Miles completed	0.05	0.05			0.05
Total estimated quantities					[illegible] Ton
Estimated quantities moved or placed to date	376	343			287 Ton
Average daily quantities	-	-			179
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					8

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	5					1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	2						2
Men and tractors							
							8

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		Completed Job Tuesday April 6th
Wednesday			
Thursday			

STATE PRINTING DEPT.

RECEIVED

DA-NI 8

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the S. W. Grover Street (Portland) Access Road, Project No. DA-NI 8 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WI 8 (1)

S. E. GROVER STREET (PORTLAND)

ACCESS ROAD PROJECT IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1943

All Required		Preliminary Engineering		$ 100.00
All Required		Clearing and Grubbing		$ 225.00
330	cu. yds.	Embankment in Place	$ 1.90	627.00
54	lin. ft.	8" Sewer Pipe	1.50	81.00
2	only	Concrete Catch Inlets	50.00	100.00
1	only	Adjustment of Manhole	15.00	15.00
20	cu. yds.	Concrete Curbs	35.00	700.00
280	cu. yds.	3" - 0" Gravel in Base	2.60	728.00
80	cu. yds.	1½" - 0" Crushed Gravel in Base	3.50	280.00
300	tons	Class "B" Asphaltic Concrete	7.25	2,175.00
			Subtotal	$ 4,931.00
			10% Engr. & Cont.	493.10
			Total	$ 5,424.10

Length	.050 mile
Cost per mile	$ 108,482.00

Federal Access Road Funds Requested:

Preliminary Engineering	$ 100.00
Construction	5,424.10
	$ 5,524.10

Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
[illegible]
FOR FILING

LA-NI 8

March 18, 1943

Cascade Construction Company
Foot of S. W. Abernethy St.
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2620 which was awarded to you by the State Highway Commission on February 18, 1943, for grading and paving S. W. Grover Street Access Road Project in Portland. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

[illegible]

Secretary

RECEIVED

DA-N1 8

March 18, 1943

The Ohio Casualty Insurance Co.
H. R. Brinker, Agent
419 S. W. 6th Avenue
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2620 which was awarded to the Cascade Construction Company on February 18, 1943, for grading and paving S. W. Grover Street ~~[illegible]~~ Project in Portland. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

DA-NI 8 RECEIVED FOR FILING

17 2000 7-41

PHIL GROSSMAYER CO.
GENERAL AGENTS
INSURANCE
419 S. W. 6TH AVE.
PORTLAND, OREGON

3-1 1943

H B Glaisyer Secy
Ore State Highway Com,
Salem - Ore.

Contract #2620 - Cascade Con Co

Dear Sir; -

Bond in connection with above has now been signed by Mr Drinker as Resident Agent and forwarded by express as per attached receipt.

It is regretted that you have been given added trouble in this matter but office work and checking is no longer carried on with former smoothness and this I know you understand

Very truly yours,
PHIL GROSSMAYER CO.
GENERAL AGENTS
By H T Lacy

RECEIVED
MAR 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

[illegible] 3/2/43

RAILWAY EXPRESS AGENCY

INCORPORATED

UNIFORM EXPRESS RECEIPT—NON-NEGOTIABLE—TERMS AND CONDITIONS

1. The provisions of this receipt shall inure to the benefit of and be binding upon the consignor, the consignee and all carriers handling this shipment and shall apply to any reconsignment, or return thereof.

2. In consideration of the rate charged for carrying said property, which is dependent upon the value thereof and is based upon an agreed valuation of not exceeding fifty dollars for any shipment of 100 pounds or less and not exceeding fifty cents per pound, actual weight, for any shipment in excess of 100 pounds, unless a greater value is declared at the time of shipment, the shipper agrees that the company shall not be liable in any event for more than fifty dollars for any shipment of 100 pounds or less, or for more than fifty cents per pound, actual weight, for any shipment weighing more than 100 pounds, unless a greater value is stated herein. Unless a greater value is declared and stated herein the shipper agrees that the value of the shipment is as last above set out and that the liability of the company shall in no event exceed such value.

3. Unless caused by its own negligence or that of its agents, the company shall not be liable for—

- a Difference in weight or quantity caused by shrinkage, leakage, or evaporation.
- b The death, injury, or escape of live freight.
- c Loss of money, bullion, bonds, coupons, jewelry, precious stones, valuable papers, or other matter of extraordinary value, unless such articles are enumerated in the receipt.

4. Unless caused in whole or in part by its own negligence or that of its agents, the company shall not be liable for loss, damage or delay caused by—

- a The act or default of the shipper or owner.
- b The nature of the property, or defect or inherent vice therein.
- c Improper or insufficient packing, securing, or addressing.
- d The Act of God, public enemies, authority of law, quarantine, riots, strikes, perils of navigation, the hazards or dangers incident to a state of war, or occurrence in customs warehouse.
- e The examination by, or partial delivery to the consignee of C. O. D. shipments.
- f Delivery under instructions of consignor or consignee at stations where there is no agent of the company after such shipments have been left at such stations.

5. Packages containing fragile articles or articles consisting wholly or in part of glass must be so marked and be packed so as to insure safe transportation by express with ordinary care.

6. When consigned to a place at which the express company has no office, shipments must be marked with the name of the express station at which delivery will be accepted or be marked with forwarding directions if to go beyond the express company's line by a carrier other than an express company. If not so marked shipments will be refused.

7. As conditions precedent to recovery claims must be made in writing to the originating or delivering carrier within nine months after delivery of the property or, in case of failure to make delivery, then within nine months and fifteen days after date of shipment; and suits shall be instituted only within two years and one day after the date when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof.

8. If any C. O. D. is not paid within thirty days after notice of non-delivery has been mailed to the shipper the company may at its option return the property to the consignor.

9. Free delivery will not be made at points where the company maintains no delivery service; at points where delivery service is maintained free delivery will not be made at addresses beyond the established and published delivery limits.

Special Additional Provisions as to Shipments Forwarded by Vessel from the United States to Places in Foreign Countries.

10. If the destination specified in this receipt is in a foreign country, the property covered hereby shall, as to transit over ocean routes and by their foreign connections to such destination, be subject to all the terms and conditions of the receipts or bills of lading of ocean carriers as accepted by the company for the shipment, and of foreign carriers participating in the transportation, and as to such transit is accepted for transportation and delivery subject to the acts, ladings, laws, regulations, and customs of overseas and foreign carriers, custodians, and governments, their employees and agents.

11. The company shall not be liable for any loss, damage, or delay to said shipments over ocean routes and their foreign connections, the destination of which is in a foreign country, occurring outside the boundaries of the United States, which may be occasioned by any such acts, ladings, laws, regulations, or customs. Claims for loss, damage or delay must be made in writing to the carrier at the port of export or to the carrier issuing this receipt within nine months after delivery of the property at said port or in case of failure to make such delivery then within nine months and fifteen days after date of shipment; and claims so made against said delivering or issuing carrier shall be deemed to have been made against any carrier which may be liable hereunder. Suits shall be instituted only within two years and one day after the date when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof. Where claims are not so made, and/or suits are not instituted thereon in accordance with the foregoing provisions, the carrier shall not be liable.

12. It is hereby agreed that the property destined to such foreign countries, and chargeable with foreign governmental or customs duties, taxes or charges, may be stopped in transit at foreign ports, frontiers or depositories, and there held pending examination, assessments and payments, and such duties and charges, when advanced by the company shall become a lien on the property.

To Destination Office: Salem, Ore

Consignee: Oregon State Highway Com

Enter Date Shipped: Mar. 1 193

Street Address or Non-Agency Destination:

Receipt Number **№ 1347**

Name of Forwarding Office: **(403-F) Portland, Ore. (M)**

Number	Article	Description	Declared Value	Value Charges
	Pa		2500	
			Weight	Express Charges
			5	35 Tax 01
				Total
				36

Shipper: Phil Grossmeyer

Shipper's Street Address: 419 S.W. 64 Ave

PREPAID (Original)

Class	Paid Beyond	C. O. D.

Scale or Rate	Verified by	C. O. D. Service Charge Write in YES or NO
		X

SHIPPER'S PREPAID RECEIPT (Form 5088-C)

NOTE—The Company will not pay over $50, in case of loss, or 50 cents per pound, actual weight, for any shipment in excess of 100 pounds, unless a greater value is declared and charges for such greater value paid.

RAILWAY EXPRESS AGENCY

INCORPORATED

Received shipment described hereon, subject to the Classifications and Tariffs in effect on the date hereof, value herein declared by Shipper to be that entered in space hereon reading "Declared Value," which the Company agrees to carry upon the terms and conditions printed hereon, to which the Shipper agrees and as evidence thereof accepts this receipt.

1

For the Company

Number Pieces: 1

Hour: 9:15 M

RECEIVED
[illegible]
FOR FILING

DA-MI 8

Feb. 27, 1943.

Mr. W. A. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Application #66
For Asphaltic Concrete
DA-MI-8(1)

Dear Sir:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of use of Bituminous Road Material required on the Grover Street Access Road, project Oregon DA-MI-8(1), Multnomah County.

Yours very truly,

C. B. McCullough,
Asst. Chief Engineer.

RECEIVED

FA-NI 8

February 25, 1943

Phil Grossmayer Company, General Agents,
Ohio Casualty Company
419 S. W. 6th Avenue
Portland, Oregon

Attention: H. V. Lacey

Gentlemen:

This acknowledges receipt of your letter of February 24, 1943, advising that you were returning contract No. 2620, awarded to Cascade Construction Company, and that the bond had been duly completed.

The State Insurance Commissioner will not approve the bond inasmuch as Mr. Drinker has not signed it as Resident Agent. We are, therefore, returning the four copies of the contract to you today, by express, with a request that you have Mr. Drinker sign the bond as Resident Agent.

Very truly yours,

AM

Secretary

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

L. Edmund Zacher, President

Hartford, Connecticut

BEACON 6201

PHIL GROSSMAYER Co., GENERAL AGENTS
419 S. W. 6TH AVENUE
PORTLAND, ORE.

February 24, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Contract #2620 - Cascade Construction Co.

x Herewith we are expressing to you the four copies of Specifications and Contract Agreement in connection with above contract. Bond has been duly completed by the Ohio Casualty Co. as surety.

Trusting you will find these in complete order, we are

Yours truly,

H. V. Lacey

HVL:r

x Shipped under separate corr by express.

RECEIVED
FEB 25 1943
STATE [illegible] SSION

Rec'd 2/25/43

RECEIVED
FEB 23 1943
FOR FILING

NY 8

February 20, 1943

Cascade Construction Company
Foot S. W. Abernethy Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2620, which was awarded to you by the State Highway Commission on February 18, 1943, covering grading and paving on the S. W. Grover Street Access Road, in Portland, Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
A. L. MONSON

EIVED
19
FILING

DA-N1 8 (1)

February 19, 1943

Cascade Construction Co.
Foot of S. W. Abernethy St.
Portland, Oregon

Gentlemen:

The State Highway Commission on February 18, 1943, awarded you the contract for the S. W. Grover Street Access Road Project in Portland, Multnomah County. This award was based on your low bid of $4,931.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NI 8

February 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-NI 8(1), the S. W. Grover Street (Portland) Access Road to the Commercial Iron Works, to Cascade Construction Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 20 1943
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 4, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NI 8(1), the S. W. Grover Street (Portland) Access Road to the Commercial Iron Works, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

We should be furnished a copy of the agreement with the city covering maintenance on this project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
FEB 6 - 1943
OREGON
STATE HIGHWAY COMMISSION

February 2, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR-46 for the S. W. Grover Street (Portland) Access Road, Project No. DA-WI 8 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GB

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-MI 8 (1)

S. W. GROVER STREET (PORTLAND)

ACCESS ROAD PROJECT IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 2, 1943

All Required		Preliminary Engineering		$ 100.00
All Required		Clearing and Grubbing		$ 100.00
330	cu. yds.	Embankment in Place	$ 2.00	660.00
54	lin. ft.	8" Sewer Pipe	2.50	135.00
2	only	Concrete Catch Inlets	40.00	80.00
1	only	Adjustment of Manhole	20.00	20.00
20	cu. yds.	Concrete Curbs	40.00	800.00
280	cu. yds.	3" - 0" Gravel in Base	2.50	700.00
80	cu. yds.	1½" - 0" Crushed Gravel in Base	3.50	280.00
300	tons	Class "B" Asphaltic Concrete	8.50	2,550.00
			Subtotal	$ 5,325.00
			10% Engr. & Cont.	532.50
			Total	$ 5,857.50

Length .050 mile
Cost per mile $117,150.00

Federal Access Road Funds Requested:

Preliminary Engineering	$ 100.00
Construction	5,857.50
	$ 5,957.50

S. W. GROVER ST. (PORTLAND)

ACCESS ROAD PROJECT

PROJECT NO. DA-NI 8 (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 2, 1943

RECEIVED
NOV 17 1942
FOR FILING

Const
Projects
Access Roads

DA-NI 8

November 13, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Re: Proposed Access Streets
to Commercial Iron Works

Dear Sir:

Under separate cover I am sending two copies of the maps and profiles for the improvement of Grover and Curry Streets from the east property line of Macadam to the east property line of Moody Avenue; and Gaines Street from the east property line of Hood Avenue to the east property line of Moody Avenue.

Alternate estimates of cost are attached; that for the asphaltic pavement is $20,000, and for the concrete pavement, $25,800, both based upon a 36-foot width with curbs and including concrete sidewalks.

Inasmuch as the grades are unusually steep, I believe the additional cost for the concrete pavement would be justified on account of the probability of displacement of the flexible type during extremely hot weather. Both types should be equally nonskid, provided that Class C wearing surface is used in the case of the asphaltic concrete type. Please make your selection of types and advise us your wishes so that we may design accordingly.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. O. Smith

4-1116 Lewis & Clark Br., removal & replace.
pier fenders. Ore. Coast Hwy. 1943

#2621

CEIVED
AUG 1[illegible]

4-1116

August 12, 1943

The Gilpin Construction Company
4850 N. W. Front
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 28, 1943, granted you the extension of time requested, from May 31, 1943 to June 21, 1943, without penalty, in connection with Contract No. 2621 for replacing pier fenders on the Lewis and Clark River Bridge on the Oregon Coast Highway, in Clatsop County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

cc - F. D. Eason
District Engineer

RECEIVED

4-1116

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 22, 1943

SUBJECT: Request for release of warrants
on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	8203	2621	1-Final	The Gilpin Constr. Co.	5,804.41	243527	
2.							
3.							
4.							
5.							
6.							
7.				Accepted? no			
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Hold warrant until Commission extends time limit and accepts project

Approved ______
Secretary

NOTED
RUTH SMITH

RECEIVED

FOR FILING

4-1116

April 9, 1943

The Gilpin Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2621, which was awarded to you on March 17, 1943, by the State Highway Commission, covering construction of Lewis and Clark River Bridge Pier Fenders on the Oregon Coast Highway in Clatsop County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

April 9, 1943

United States Fidelity and Guaranty Company
C. A. Tommasene, Agent
614 Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2621 which was awarded to The Gilpin Construction Company by the State Highway Commission on March 17, 1943, covering construction of the Lewis and Clark River Bridge Pier Fenders on the Oregon Coast Highway in Clatsop County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

[illegible]
FOR FILING

H-1116

March 18, 1943

The Gilpin Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2621 which was awarded to you on March 17, 1943, by the State Highway Commission covering removal and replacement of pier fenders on the Lewis and Clark Bridge on the Oregon Coast Highway, near Astoria, in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 13, under section 7, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

H-1116

March 18, 1943

The Gilpin Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2621 which was awarded to you on March 17, 1943, by the State Highway Commission covering removal and replacement of pier fenders on the Lewis and Clark Bridge on the Oregon Coast Highway, near Astoria, in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 13, under section 7, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
MAR 1
PORTLAND

d-1116

March 18, 1943

The Gilpin Construction Co.
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, on March 17, 1943, awarded you the contract for removal and replacement of pier fenders on the Lewis and Clark Bridge on the Oregon Coast Highway, near Astoria, in Clatsop County. This award was based on your low bid of $5,855.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - [illegible] Probert
G. S. Paxson

12-4205 John Day Rock Production on
Three State Highways 1943

#2622

RECEIVED
[illegible] 1944
FOR FILING

12-4205

September 21, 1944

United Pacific Insurance Co.,
R. W. Reppert, Agent,
Board of Trade Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2622 covering Rock Production Project on the John Day, Beech Creek and John Day-Burns Highways, in Grant County, has been completed by the contractor, Chester T. Lackey, Ontario, Oregon, and that final payment in the amount of $824.34 will be made on or after October 2nd, 1944.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $46,309.33, of which amount $147.15 represents the amount of force account items. This contract was completed on June 21, 1944, and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

HBG/jee

RECEIVED
[illegible] 19 1944
FOR [illegible]

12-4205

September 18, 1944

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

The State Highway Commission at its meeting on September 12, 1944, granted you the extension of time requested, from August 31, 1943 to June 21, 1944, without penalty, in connection with contract No. 2622 for the John Day Rock Production Project in Grant County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - Mr. Paul Van Scoy

Noted V H

M

RECEIVED
JUL 22 1944
FOR FILING

12-4205

July 20, 1944

United Pacific Insurance Company
Mr. R. W. Ruppert, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey, on contract No. 2622, covering the John Day Rock Production Project on the John Day, Beech Creek and John Day- Burns Highways, in Grant County. This payment, in the amount of $3,542.72, will be made on or after July 31, 1944. The retained percentage is $1,406.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—9-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 11

For Week Ending June 24, 19 44

Section John Day Rock Production

Kind of work Rock Production

Highway John Day

Section prefix 12-4205

Contractor Chester T. Lackey

Contract number 2622

Date of contract Match 17, 19 43

Date of completion August 31, 19 43

Date work started August 1, 19 43

Estimated date of completion June 26, 19 ~~43~~ 44

Amount of contract $54,350.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 54,350.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2500.00, %

Date project was completed 6-31-44, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed his crushing on June 21. He has started moving his plant and should be out in another week or so. His stockpiles will all be ready to measure on Monday of next week. All stock pile sites are measured except three.

RECEIVED
JUN 26 1944
CONST.

H.G. SMITH

Signed

Address LaGrande, Oregon

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			19,000		
Estimated quantities moved or placed to date			19,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
[illegible]
FOR FILING

12-4205

April 9, 1943

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2622, which was awarded to you on March 17, 1943, by the State Highway Commission, covering the John Day Rock Production Project on the John Day, Beech Creek and John Day-Burns Highways, in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

April 9, 1943

United Pacific Insurance Company
R. W. Reppert, Agent
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2622, for the John Day Rock Production Project on the John Day, Beech Creek and John Day-Burns Highways, in Grant County, which was awarded to Chester T. Lackey by the State Highway Commission on March 17, 1943.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

12-4205

March 19, 1943

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2622 which was awarded to you on March 17, 1943, by the State Highway Commission, covering the John Day Rock Production Project on three state highways, in Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 on page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
MAR 1[illegible]
FOR [illegible]

12-4205

March 18, 1943

Mr. Chester T. Leckey
Ontario, Oregon

Dear Sir:

The State Highway Commission, on March 17, 1943, awarded you the contract for the John Day Rock Production Project on three state highways, in Grant County. This award was based on your low bid of $45,350.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

FS-1 (1) Aurora Flight Strip (Clearing)
West Portland-Hubbard Highway 1943

#2623

RECEIVED
JAN 19 1944
FOR FILING

F5-1

January 18, 1944

General Casualty Company of America
Dooly & Company, Agent
Board of Trade Building
Portland (4), Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2623 for work on the Aurora Flight Strip Section of the West Portland-Hubbard Highway, in Marion and Clackamas Counties, has been completed by the contractor, Vernie Jark, and that final payment in the amount of $750.60 will be made on or after January 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount was $11,779.60 and that no force account work was performed therein. This contract was completed on November 16, 1943 and accepted by the Commission on January 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge the receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

BF

NOTED
RUTH SMITH

RECEIVED
JAN 18 1944
FOR FILING

ES-1

January 17, 1944

Vernie Jarl
929 Victoria Avenue
Gresham, Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 12, 1944, granted you the extension of time requested, from May 31, 1943 to November 16, 1943, without penalty, in connection with contract No. 2623 for clearing approach and side clearance zones on the Aurora Flight Strip Project in Marion and Clackamas Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc - F. D. Eason

NOTED
RUTH SMITH

RECEIVED
DEC 13 1943
FOR FILING

FS-1

December 11th, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to contractor Vernie Jarl on the clearing of the Aurora Flight Strip, Contract No. 2683, FS-1(1). The specified date of completion was May 31st, 1943, but the job was not finally completed until November 16th, 1943.

The delay was occasioned by the shortage of labor incidental to the war emergency. The essential part of the work was completed early in the season, but some clean up work and removal of timber and logs on State property was not finished until November 16th.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

cc to: H. G. Smith

RECEIVED
DEC 7 1943
FOR FILING

FS-1

December 7, 1943

General Casualty Company of America
Dooly and Co., Agents
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on contract No. 2623, covering work on the Aurora Flight Strip on the West Portland-Hubbard Highway, in Marion and Clackamas Counties. This payment, in the amount of $636.35, will be made on or after December 17, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

AO

NOTED
RUTH SMITH

Form E-1—5M—6-43

FS-1

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 4, 1943

Section Aurora Flight Strip Approaches and Side Clearance Zones

Highway West Portland-Hubbard

Contractor Vernie Jarl

Date of contract March 31, 1943

Date work started April 7, 1943

Amount of contract $ 5,850.00

Kind of work Clearing

Section prefix 24-1028

Contract number 2623

Date of completion May 31, 1943

Estimated date of completion ...., 19....

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,779.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 688.89, 5.05 %

Date project was completed Nov. 16, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate on this project was sent in on Monday Nov. 29th and are waiting for Jarl's final cleanup payroll to close this contract.

RECEIVED
DEC 6 - 1943

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	Falling Danger Trees				
Total estimated quantities	300	400	4		
Estimated quantities moved or placed to date	2862.36	2381.95	4		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	Cloudy		

RECEIVED
DEC 6 - 1943
DIVISION ENGINEER

STATE PRINTING DEPT.

RECEIVED
DEC 1 1943
FOR FILING

FS 1

November 26, 1943

Dooly & Company
Board of Trade Building
Portland, Oregon

Attention: Mr. C. S. Filler

Gentlemen:

Reply is made to your letter of November 24, 1943, in regard to Vernie Jarl's Contract No. 2623, for clearance work on the Aurora Flight Strip Section of the West Portland-Hubbard Highway.

Investigation of the records reveals that this job was completed by Mr. Jarl on November 16, 1943, rather than on June 30, as stated in your letter. They also show that Mr. Jarl has never made application for extension of time beyond the time limit specified in the contract. Before we can make final payment for the work an extension of time must be approved by the Highway Commission and the Commission must formally accept the job. We will appreciate a letter from Mr. Jarl requesting such extension of time up to the actual date of completion of work, which is November 16, 1943.

The surety's consent to such extension of time is usually transmitted in a formal letter stating that the granting of the extension meets with the approval of the bonding company without prejudice to the bond. Bonding companies sometimes indicate their consent to such time extension by a short note at the foot of the contractor's request for extension. Either way is satisfactory; however, the consent of the surety must be signed by someone authorized to act in behalf of the company and the company's seal must be affixed thereto.

I hope I have made myself clear.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

DOOLY & CO.

Representing GENERAL AMERICA COMPANIES Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

November 24, 1943

State Highway Commission

Salem, Oregon

Attention: Mr. H. B. Glayser

Gentlemen:

Relative to your contract No. 2623 wherein Mr. Vernie Jarl completed his contract for the West Portland-Hubbard Highway, Aurora Flight Strip, we have been advised this work was completed as of June 30th. However, there was an extension given to August 31st to enable him to remove certain piles of wood from the property. We are now advised that you desire consent of surety for an extension of time to complete your files so that proper payment of the contract may be made. Will you kindly supply us with the form usually furnished us for this consent.

Very truly yours,

DOOLY & CO.

By:

C. S. Filler
EL

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 26 1943
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1943
FOR FILING

FS-1

April 10, 1943

Mr. Vernie Jarl
438 South Roberts St.
Gresham, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2623 which was awarded to you on March 31, 1943, by the State Highway Commission covering construction of approach and side clearance zones on the Aurora Flight Strip along the West Portland-Hubbard Highway in Marion and Clackamas Counties. This copy is for your records and files.

We have also forwarded an executed copy to the surety on your bond. ([illegible] [illegible]).

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

Salem, Oregon
April 10, 1943

Contract 2623
Vernie Jarl

Mr. Carl Smith
Office

I am handing you, herewith, for transmittal to the Secretary of State, contract No. 2623, with Vernie Jarl, for work on the approach and side clearance zones on the Aurora Flight Strip, in Marion and Clackamas Counties. This contract was awarded by the State Highway Commission on March 31, 1943.

Secretary

RS

RECEIVED
FOR FILE

FS-1

DOOLY & CO.

Representing GENERAL AMERICA COMPANIES Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

April 9th, 1943

Oregon State Highway Commission
Salem
Oregon

Gentlemen:-

RE: CONTRACT NO.2623-VERNIE JARL

We are sorry you were troubled to return above contracts and bonds on account of our oversight in attaching Notary Seal instead of that of the General Casualty Company of America.

We have made correction on the forms and are sending to you under separate cover.

received
4-10-43
given to [illegible]

Trusting the same are found in order and appreciating your co-operation, we are

Yours very truly

DOOLY AND CO

By

GWS-S

RECEIVED
APR 10 1943
ST... COMMISSION

DOOLY & CO.

Representing GENERAL AMERICA COMPANIES Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

REG[illegible]
FOR [illegible]

FS -1

April 9th, 1943

Oregon State Highway Commission
Salem
Oregon

Gentlemen:-

RE: CONTRACT NO. 2623-VERNIE JARL

We are sorry you were troubled to return above contracts and bonds on account of our oversight in attaching Notary Seal instead of that of the General Casualty Company of America.

received
4-10-43
given to [illegible]

We have made correction on the forms and are sending to you under separate cover.

Trusting the same are found in order and appreciating your co-operation, we are

Yours very truly

DOOLY AND CO

By

GWS-S

RE[illegible]IVED
APR 10 1943
ST[illegible] COMMISSION

RECEIVED
APR 1
FOR FILING

FS-1

April 8, 1943

General Casualty Company of America
Booly and Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen: **Attention Mr. Filler**

I am returning to you today by express four copies of the contract between the State Highway Commission and Vernie Jarl, for the clearing of approaches and side-clearance zones on the Aurora Flight Strip Project, contract No. 2623.

The State Insurance Commissioner advises that the signatures of Mr. Filler and Mr. Smith on the bond are satisfactory; however, he points out that the seal affixed to the bond should be the seal of the General Casualty Company of America, instead of the notary public's seal. Sorry I didn't notice it myself until this morning. Otherwise I would have brought it to your attention at the meeting of the Highway Commission yesterday.

Anyway, will you kindly affix the proper seal to the bond on each copy of the contract and return three copies to this office for further handling. You may retain the fourth copy for the records and files of the surety.

Will appreciate it if you will expedite this matter.

Very truly yours,

Secretary

HBG:RS

DOOLY & CO.

Representing GENERAL Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

ATwater 8311
BOARD OF TRADE BUILDING
PORTLAND, OREGON

April 5th, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

RE: VERNIE JARL
CONTRACT NO. 2623

Under separate cover, we are sending you executed copies (4) of Bond and contract in connection with No. 2623, Aurora Flight Strip.

We trust you find same in order and will await copy for the records of the Surety Company in the usual manner.

Yours very truly

DOOLY AND CO.

By

GWS-S

RECEIVED
APR 6 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 [illegible]
FOR FILING

FS-1

April 1, 1943

Mr. Vernie Jarl
438 South Roberts Street
Gresham, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2623 which was awarded to you by the State Highway Commission on March 31, 1943, covering work on the approach and side clearance zones of the Aurora Flight Strip along the Portland-Hubbard Highway in Marion and Clackamas Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUL [illegible] 194[illegible]
FOR FILING

FS-1

March 31, 1943

Mr. Vernie Jarl
Gresham, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Flight Strip Project in Marion County. This award was based on your low bid of $5,850.00, submitted on March 17, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MB

cc - S. H. Probert
C. S. Paxson

Set confirmed

77

D TIME INDICATED

/

OR TELEGRAMS
TELEGRAPH

Postal Telegraph

(45)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

TEN) 25/24 NL=NX PORTLAND ORE 31=

LDOCK=

RECEIVED

1943

AGENDA
APR 7 1943

2.e

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, MARCH 31, 1943

Mr. VERNIE JAHL
GRESHAM, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR FLIGHT STRIP PROJECT IN MARION COUNTY BASED ON YOUR LOW BID SUBMITTED MARCH 17, 1943. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER,
STATE HIGHWAY COMMISSION

Files

SHP:ER

STANDARD TIME INDICATED

RECEIVED AT

FS-1

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 14

Postal Telegraph

(45)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R52 (TEN) 25/24 NL=NX PORTLAND ORE 31=

:R H BALDOCK=

:STATE HIGHWAY ENGINEER (SALEM ORE)=

RECEIVED FOR FILING

1943 MAR 31 PM 7 46

:THIS IS CONCURRENCE AS OF THIS DATE IN AWARD OF CONTRACT FOR CLEARING AT AURORA FLIGHT STRIP OREGON SS-1 TO LOW BIDDER VERNIE JARL=

LYNCH PUBLIC ROADS.

REFERRED TO
Probert
By Chief Engineer

SS-1 VERNIE JARL.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:EB

ge to the account of ________________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☒	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
MARCH 31, 1943

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD CONTRACT TODAY FOR CLEARING AT AURORA FLIGHT STRIP TO VERNIE JARL OF GRESHAM ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FS-1

March 23, 1943

Mr. Vernie Jarl
438 South Roberts St.
Gresham, Oregon

Dear Sir:

Our Attorney assures us that we will be able to take possession of the rights of way for the Aurora Flight Strip Project on about March 31 or April 1. We will then be in position to make award of the clearing contract in which you are interested.

It is expected that the award will be made to you at that time, but you should not obligate yourself in anyway in connection with the work until you have received official notice of the award, and have had the contract bond executed by your surety.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:EB

13-4207 Drinkwater Pass-Juntura Rock Prod.
Central Oregon Highway 1943

#2624

RECEIVED
1944

13-4[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 28, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	4139	2624	6-final	Oscar E. Joelson	654.29	255546	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

H B G :
I have acceptance advice on this.

noted
L.D. - 4-29-44

ACCOUNTING DIVISION

By ________ Bookkeeping Dept.

Approved ________ Secretary

RECEIVED
APR 8 1944
FOR FILING

13-4287

April 7, 1944

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2624 for work on the Brinkwater Pass-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $654.29 will be made on or after April 17, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $25,042.88 and that no force account work was performed therein. This contract was completed on December 21, 1943 and accepted by the Commission on March 28, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

DF

RECEIVED
APR 5 1944
FOR FILING

13-4207

April 4, 1944

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission, at its meeting on March 28, 1944, granted you the extension of time requested, from August 31, 1943 to December 21, 1943 without penalty, in connection with contract No. 2624, for the Drinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway, in Harney and Malheur Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

cc- Paul Van Scoy

RECEIVED
JAN 26 1944
FOR FILING

13-4207

January 25, 1944

Great American Indemnity Company
Harvey Wells-Reed Ins. Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Jackson, on contract No. 2624, covering the Drinkwater Pass-Juntura Section on the Central Oregon Highway in Harney & Malheur Counties. This payment, in the amount of $2,168.59, will be made on or after February 4, 1944. The retained percentage is $754.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

Form E-1—5M—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 9

For Week Ending December 11, 1943

Section Drinkwater Pass - Juntura

Kind of work Rowk Production

Highway Central Oregon

Section prefix 13-4207

Contractor Oscar E. Joleson

Contract number 2624

Date of contract April 7, 1943

Date of completion August 31, 1943

Date work started July 26, 1943

Estimated date of completion December 20, 1943

Amount of contract $ 25,400.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 25,400.00

Per cent of contract completed, based on total contract price 100+ %

Engineering cost to date, $ 1200.00, 4.7 %

Date project was completed 12-21-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Wednesday of this week the contractor completed his crushing on this contract. About one or two days more would have been required to crush the amount contracted for but a major breakdown occured which would have ment a delay of several days, so the contractor was allowed to start moving his plant to the next job in Umatilla County. The only work remaining to be done is shaping and leveling of the stowkpiles and the cleanup of the site.

RECEIVED
DEC 13 1943

Signed E. F. Chidsey

Address LaGrande, Oregon

NOTED
E. M. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7,000		
Estimated quantities moved or placed to date			6,800		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1

Compressors 1, Bulldozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	cloudy		
Tuesday	snow		
Wednesday	cloudy		
Thursday	clear		
Friday	clear		
Saturday	cloudy		

STATE PRINTING DEPT.

Charge to the account of ______________ $______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
DEC 9 1943
FOR FILING

SALEM, OREGON
DECEMBER 9, 1943

MR. OSCAR E. JOELSON
JUNTURA, OREGON

CHECK FOR NOVEMBER TENTH ESTIMATE, CONTRACT 2624, MAILED DECEMBER EIGHTH.

R. H. BALDOCK

OFFICE ENGINEER STATE HIGHWAY DEPT SA=

1943 DEC 9 AM 8 39

HAS CHECK FOR NOVEMBER TENTH ESTIMATE BEEN SENT CONTRACT 2624=

O E JOELSON.

RECEIVED
DEC 9 1943

2624.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(39)

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR55 10=JUNTURA ORG 9 915A

S H PROBERT=

OFFICE ENGINEER STATEHIGHWAY DEPT SM=

1943 DEC 9 AM 8 39

HAS CHECK FOR NOVEMBER TENTH ESTIMATE BEEN SENT CONTRACT 2624=

O E JOELSON.

Check in mail 12/8/43.

RECEIVED
DEC 9 1943
FOR FILING

2624.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

13-4207

April 30, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2624, which was awarded to you April 7, 1943, by the State Highway Commission, covering the Drinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway in Harney and Malheur Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
FOR FILING

13-4207

April 30,1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2624 which was awarded to Oscar E. Joelson by the State Highway Commission on April 7, 1943, covering the Drinkwater Pass-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents
412 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

13-4207

April 22, 1943

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract No.2624
Oscar E. Joelson, Contractor

Gentlemen:

We are forwarding under separate cover the above executed contract in quadruplicate, covering the furnishing of 7000 Cu. Yds of crushed material in stockpiles for the Drinkwater Pass-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties.

Yours very truly,

HARVEY WELLS ~~REED~~ INSURANCE AGENCY

By V Polson
V. Polson

VP/p
cc: Oscar E. Joelson
Eugene, Oregon

Rec'd 4/23 a.m.

RECEIVED
APR 23 1943
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

13-4207

April 8, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2624 for the Brinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway, in Harney and Malheur Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED

13-6207

April 8, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on April 7, 1943, awarded you the contract for the Drinkwater Pass-Juntura Rock Production Project on the Central Oregon Highway, in Harney and Malheur Counties. This award was based on your bid of $25,400.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

28-4204 Moro-Wasco County Line Rock Prod.,
Sherman Highway 1943

#2625

RECEIVED
AUG 1[illegible]
FOR FILING

29-4[illegible]

August 12, 1943

Maryland Casualty Company,
Hansen & Rowland, Inc. of Oregon, Agent,
Title & Trust Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2625, for work on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $1,608.93 will be made on or after August 23, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $54,426.19 of which amount $544.90 represents the amount of force account items. This contract was completed on July 3, 1943, but has not been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
RUTH SMITH

RW

2R-4304

August 5, 1943

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon, Agents
Title and Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on contract No. 2625, covering the Moro-Wasco County Line Rock Production Project, on the Sherman Highway, in Sherman County. This payment, in the amount of $6,723.39, will be made on or after August 16, 1943. The retained percentage is $1,633.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

NOTED
RUTH SMITH

Form E-1—[illegible]—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31, 1943

Section	Moro-Wasco County Line	Kind of work	Rock Production
Highway	Sherman	Section prefix	28 - 4204
Contractor	E. C. Hall Co	Contract number	2625
Date of contract	April 7, 1943	Date of completion	July 31, 1943
Date work started	May 11, 1943	~~Estimated~~ date of completion	July 3, 1943
Amount of contract	$ 48,635.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering . . . $ 53,504.25

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date, $ 1350.00, 2 1/2% Date project was completed July 3, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate was finished and all data shipped to the Division Office on Wednesday, July 28th.

This will be the final report on this Section unless some thing further comes up.

RECEIVED
2 - 1943
OFFICE ENGINEER

NOTED
E. M. BO

Signed

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			30		
Miles partially completed			30		
Miles completed			30		
Total estimated quantities			16,500		
Estimated quantities moved or placed to date			18,268		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

38-4204

CROSS REFERENCE SHEET

Name or Subject E. C. Hall Co.
Grass Valley, Oregon.

File No.

Regarding Permission to Crush 2500 cu. yds. of rock for Sherman County from state-owned quarry at M.P. 35.86 on the Sherman Highway. Hall is now producing rock from this quarry on Contract No. 2625.

Date 6/17/43

SEE

Name or Subject CONSTRUCTION
Right of Way
Quarries

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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Remington Rand Inc.
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RECEIVED
FOR FILING

28-d204

April 30, 1943

E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2625 which was awarded to you on April 7, 1943, by the State Highway Commission covering the Moro-Wasco County Line Rock Production Project, on the Sherman Highway, in Sherman County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

28-4204

April 8, 1943

E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2625 which was awarded to you by the State Highway Commission on April 7, 1943, covering the Moro-Wasco County Line Rock Production Project on the Sherman Highway, in Sherman County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

28-5206

April 8, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 7, 1943, awarded you the contract for the Moro-Wasco County Line Rock Production Project on the Sherman Highway, in Sherman County. This award was based on your low bid of $48,635.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
C. S. Paxson

126-1064 Vanport Junction Section
Swift Secondary Highway 1943
#2625

RECEIVED
OCT 18 1943
FOR FILING

126-1064
2626

October 18, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from May 31, 1943, to August 14, 1943, without penalty, in connection with contract No. 2626, for grading and paving on the Vanport Junction Section of the Swift Secondary Highway in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - F. T. Young

Recorded
10/18/43
E.B.

RECEIVED
OCT 19 1943
FOR FILING

126-1664
2626

October 18, 1943

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building,
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2626 for work on the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $743.10 will be made on or after October 28, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $18,370.56, and that no force account work was performed therein. This contract was completed on August 13, 1943, and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Recorded [illegible]
E.L.

NOTED
RUTH SMITH

RECEIVED
AUG 21 1943
FOR FILING

126-1664
2626

August 20, 1943

Continental Casualty Company
Tate, Westenfelder & Berg, Inc., Agent
Wilcox Building, Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2626, covering the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County. This payment, in the amount of $2,190.59, will be made on or after August 30, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

Form E-1—5M—4-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 14, 19 43

Section Vanport Junction

Kind of work Grading and Paving

Highway Swift Secondary

Section prefix 126- 1064

Contractor Porter W. Yett

Contract number 2626

Date of contract April 14, 19 43

Date of completion May 31, 19 43

ate work started June 10, 1943

Estimated date of completion Aug 14, 19 43

mount of contract $ 18,815.00

Per cent of time elapsed 100 %

stimated cost of completed project, exclusive of engineering $ 18,377.46

er cent of contract completed, based on total contract price 100 %

ngineering cost to date, $ 1505.00, 8 %

Date project was completed Aug. 14, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, structions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the installation of traffic separators and final clean up to-day.

Final records completed this week.

RECEIVED
AUG 16 1943

NOTED
E. M.

Signed Carl A Peterson

Address 9200 SE McLoughlin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.254	0.25			0.25
Miles partially completed					
Miles completed	0.254	0.25			0.25
Total estimated quantities	2039.2	3076.5			I095
Estimated quantities moved or placed to date	2039.2	3076.5			I095
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	I						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday			
Saturday	cldy		

126-1064
2626

May 13, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2626, which was awarded to you on April 14, 1943, by the State Highway Commission, covering grading and paving on the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
APR 15 [illegible]
FOR FILING

126-1064
2626

April 15, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2626 which was awarded to you on April 14, 1943, by the State Highway Commission, covering grading and paving on the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy of the contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
FOR FILE

26-1061
2626

AGENDA
APR 27 1943

2 6

April 14, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 0.25 mile grading and paving on the Vanport Junction Section of the Swift Secondary Highway, in Multnomah County. This award was based on your low bid of $16,815.00 submitted on April 7, 1943.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert

G. S. Paxson

Set confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON APRIL 14 1943

PORTER W. YETT
6500 N E AINSWORTH
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING VANPORT JUNCTION SECTION OF SWIFT SECONDARY HIGHWAY, MULTNOMAH COUNTY, BASED ON YOUR LOW BID SUBMITTED APRIL 7 1943. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Files

Charge to the account of ______________ $______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
APRIL 8, 1943

RECEIVED
FOR FILING

MR. W. E. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

HAVE RECEIVED SATISFACTORY BID FOR VANPORT PROJECT AND DESIRE EARLY APPROVAL OF PROJECT SO THAT WORK MAY PROCEED. STATE IS MAKING THIS CONTRIBUTION WITHOUT COST TO FEDERAL GOVERNMENT TO AFFORD CONNECTION WITH STREET GIVING ACCESS TO VANPORT CITY HOUSING PROJECT. LOW BIDDER ON OUR WORK IS ALSO LOW BIDDER TO HOUSING PROJECT AUTHORITIES FOR IMPROVEMENT OF THE CONNECTING STREET

R. H. BALDOCK

1W1-6-C

RECEIVED FOR FILING

KAISER COMPANY, INC.
PORTLAND, OREGON

TELEPHONE:
WEBSTER 2261

1--1931
2626

FILE REFERENCE

NOTED
State Highway Engineer

Cross Referenced To
[illegible]
Approach Road

Vanport City, Oregon
March 24, 1943

REFERRED TO
W. S. Smith
by Chief Engineer

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The plans as developed by the State Highway department for the Vanport Junction section on Swift Highway have been received, examined, found to conform to the construction program agreed upon by Mr. F. T. Young and myself, with the exception of the width of the road to be constructed by Kaiser Company. The Kaiser Company will construct a road 24 feet in width from the junction through the first curve of the highway connection. From the end of the divider strip through the connecting curve the width of the road will be 22 feet instead of the 24 feet as indicated on the print.

I have approved two copies as you have requested and am retaining two of them.

The work on the Vanport Junction is proceeding now according to your plan.

Yours very truly,

D. Lester Lynch

DL/is

D. Lester Lynch
Engineer in charge of construction
Vanport City, Oregon
c/o Geo. H. Buckler Company

RECEIVED
MAR 26 1943
OFF[illegible]
CONSTR[illegible]EER

RECEIVED
MAR 25 1943
OREGON
STATE HIGHWAY COMMISSION

March 20, 1943

Mr. D. Lester Lynch
Engineer in Charge of Construction
c/o George H. Buckler Co.
Vanport City, Oregon

Dear Mr. Lynch:

By your letters of March 10 and March 12, 1943, you have approved a plan for the "West Approach to Vanport City" which was shown to you by our Division Engineer, Mr. F. T. Young. In your letter of March 12, you have asked us for a written approval of that plan.

The plan referred to was a tentative plan which will not be made a matter of record and, of which, copies are not available. It is not a suitable plan, therefore, to be used as a basis for official approvals.

To take care of this situation, we are sending herewith four copies of the plan as it has been developed for the information of bidders. These copies bear the approval of the State Highway Engineer and carry a space for approval by yourself. If you find them to correctly represent your understanding of the work to be done, and of the division of the work between the State and the Kaiser Co., please indicate your approval on two of the copies and return them to us for our files. The other two copies may be retained.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to F. T. Young

Encl.

SHP:ER

FORM E-50 30M 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 16, 1943

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached find letter dated March 12, from D. Lester Lynch, Engineer in Charge of Vanport City road construction, wherein he accepts the State's plan for a connection from West Vanport City to Swift Secondary Highway #120.

My. Lynch, in return, requests a letter from this Department in the form of acceptance of certain work to be done by the State. The division of the work has been agreed upon between Mr. Lynch and myself, and is indicated on a map left in your office a few days ago, and also recorded in Mr. Lynch's letter of March 10, a copy of which is in your office.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:IH
2 copies
Encl.

RECEIVED
MAR 16 1943

NOTED
F. T. YOUNG

KAISER COMPANY, INC.
PORTLAND, OREGON

TELEPHONE:
WEBSTER 2261

FILE REFERENCE

Vanport City, Oregon
March 12, 1943

RECEIVED
MAR [illegible]

Mr. Frank T. Young
9200 S. E. McLoughlin Blvd.,
Portland, Oregon

Dear Mr. Young:

Your plan submitted, titled, "West Approach to Vanport City", showing the method of connecting the Access Road from Vanport to North Portland Boulevard has been examined by myself and my principals and found satisfactory and acceptable. We are therefor planning to construct this road connection in accordance with the plan submitted by your office. The common boundary to be as outlined in my letter to you on March 10, 1943.

Since your plan is satisfactory to both parties involved, would you take the necessary steps for the issuance of informal approval.

Yours very truly,

D. Lester Lynch

D. Lester Lynch,
Engineer in charge of Construction
Vanport City, Oregon
c/o George H. Buckler Company

DL/is

PORTLAND YARD

KAISER COMPANY, INC.
PORTLAND, OREGON

TELEPHONE:
WEBSTER 2281

FILE REFERENCE

Vanport City, Oregon
March 10, 1943

REC[illegible] [illegible] 1 1 [illegible] ENGIN[illegible] [illegible] NO. 1

Mr. Frank Young
9200 S. E. McLoughlin Blvd.,
Portland, Oregon

Dear Mr. Young:

This will confirm our discussion of the common boundary between the proposed construction of the North Portland Boulevard and the west access road to Vanport City, wherein you propose to widen and surface to the Highway Right-of-Way line on the west side and widen and surface the Vanport north bound traffic exit lane from Station 33+65 north. The project will construct a completed road up to the west Right-of-Way line of the highway and up to Station 33+65 on the north bound traffic exit lane and in addition will construct a curbed island at the west intersection and a divider strip at the intersection for south bound outgoing and north bound incoming Vanport City traffic.

This arrangement is quite satisfactory for our purpose and although it involves a higher cost for fill material, we now have found sources of fill material close to the road that will enable us to make this additional fill and still stay within our estimated cost.

As yet, no allocation of money has been made but we are preparing for the job and have started some minor work on the road inside the project.

I trust you have been able to arrange your construction program to meet the above.

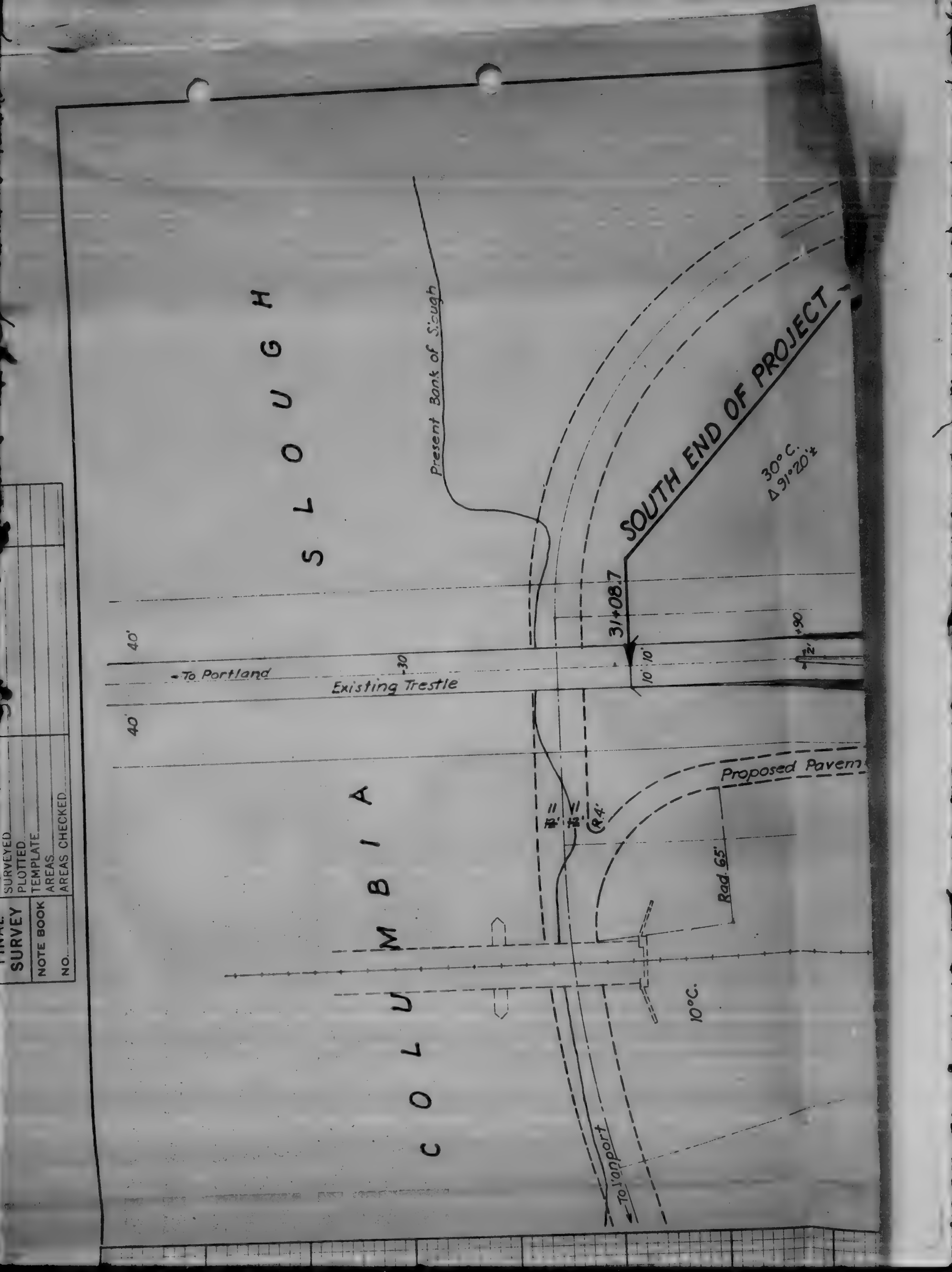
Yours very truly,

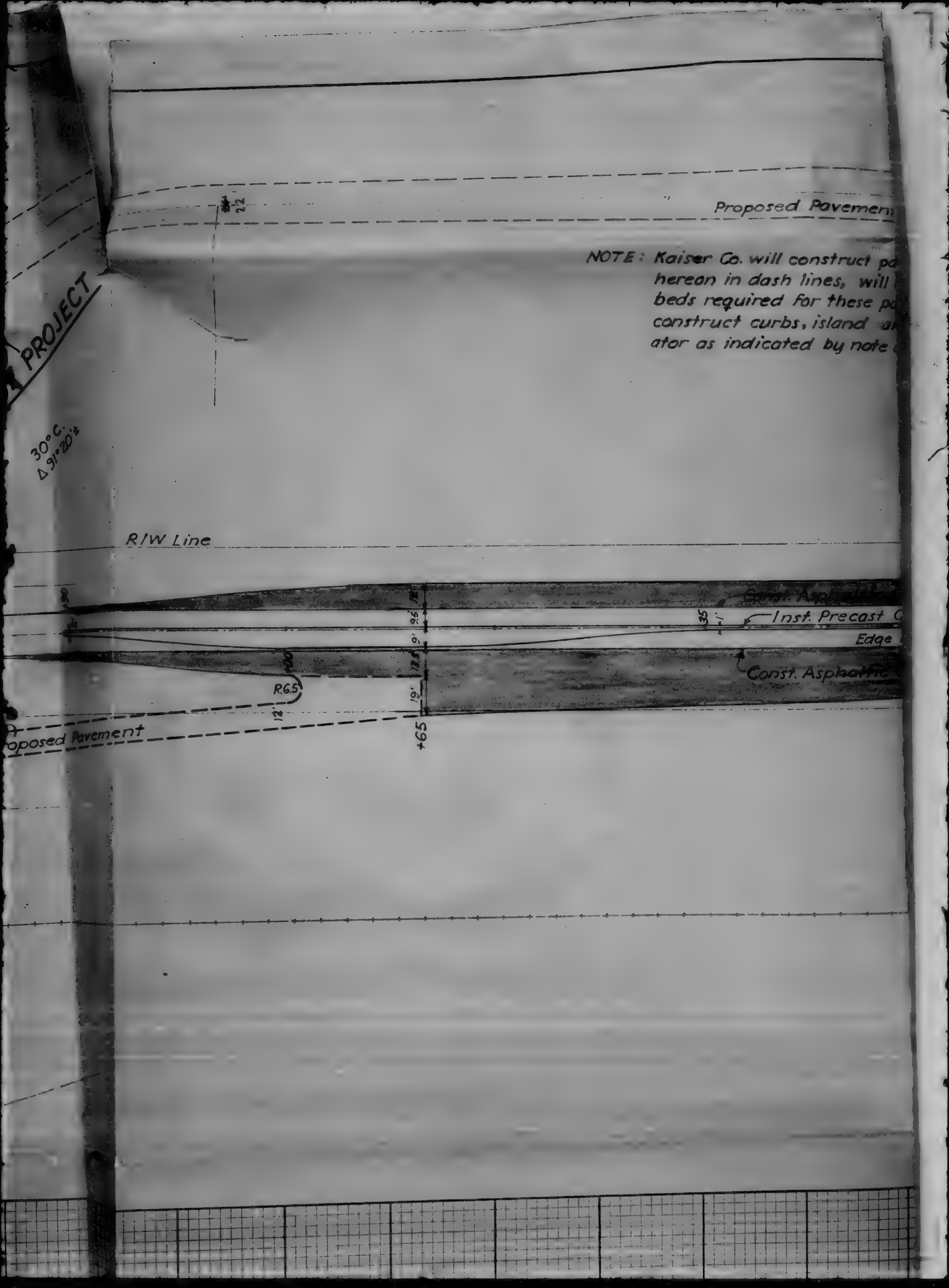
D. Lester Lynch

D. Lester Lynch
Engineer in charge of Construction
Vanport City, Oregon
c/o Geo. H. Buckler Company

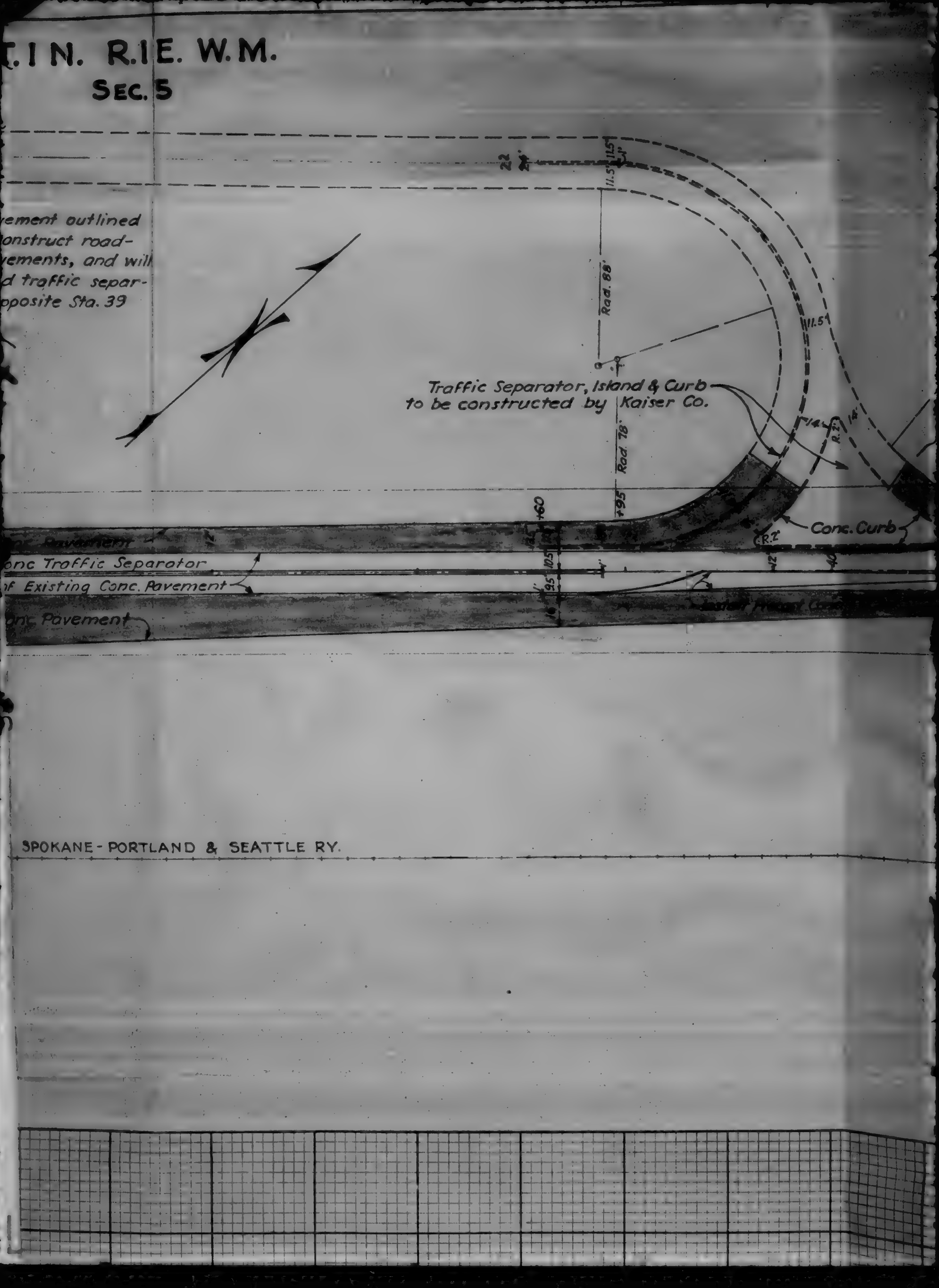
DL/is

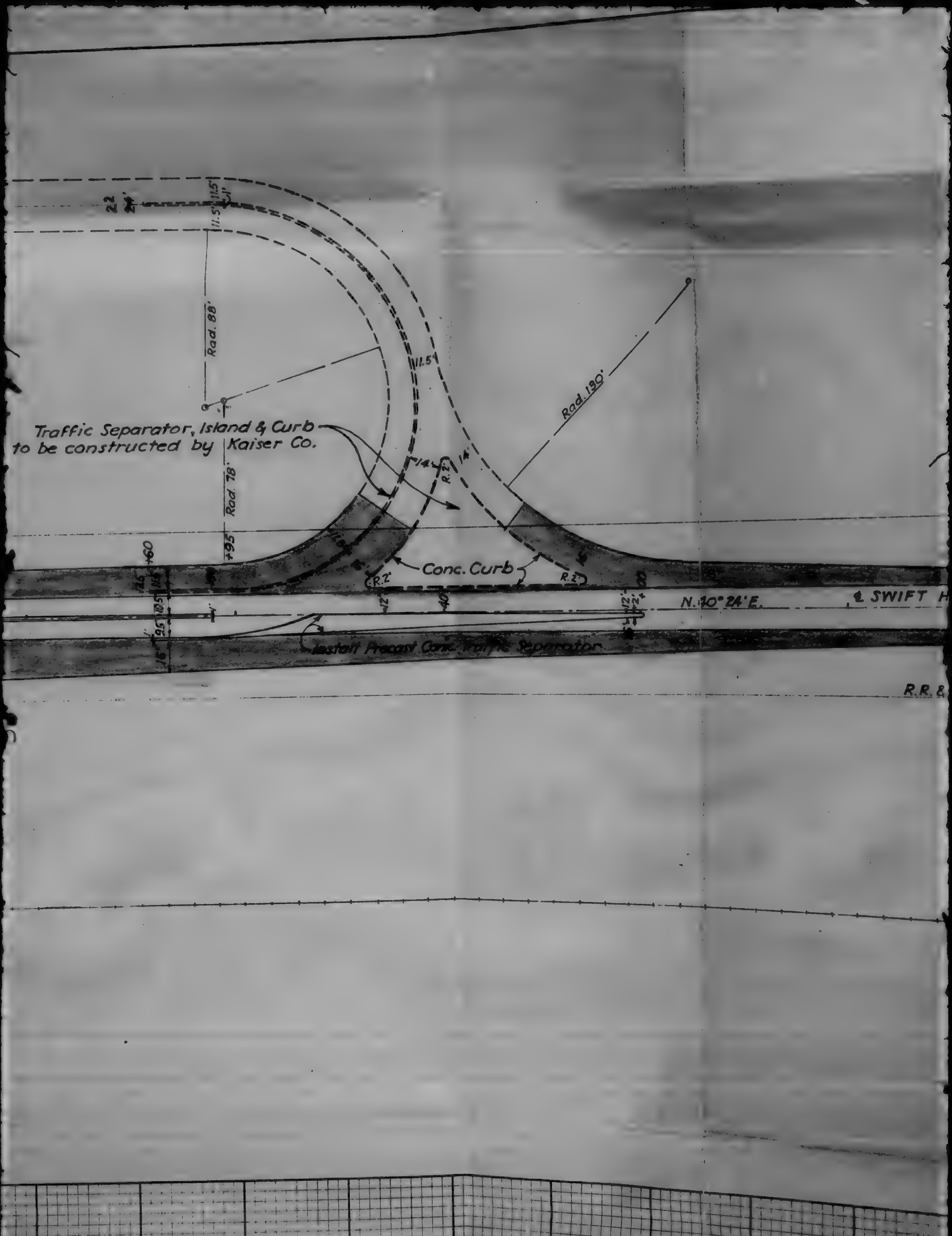
PORTLAND YARD


FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
SLOUGH
COLUMBIA
Present Bank of Slough
SOUTH END OF PROJECT
30° C.
Δ 91°20'±
31+08.7
+90
2'
10' 10'
40'
40'
30
← To Portland
Existing Trestle
Proposed Pavem
R.4'
Rad. 65'
10° C.
To Vanport

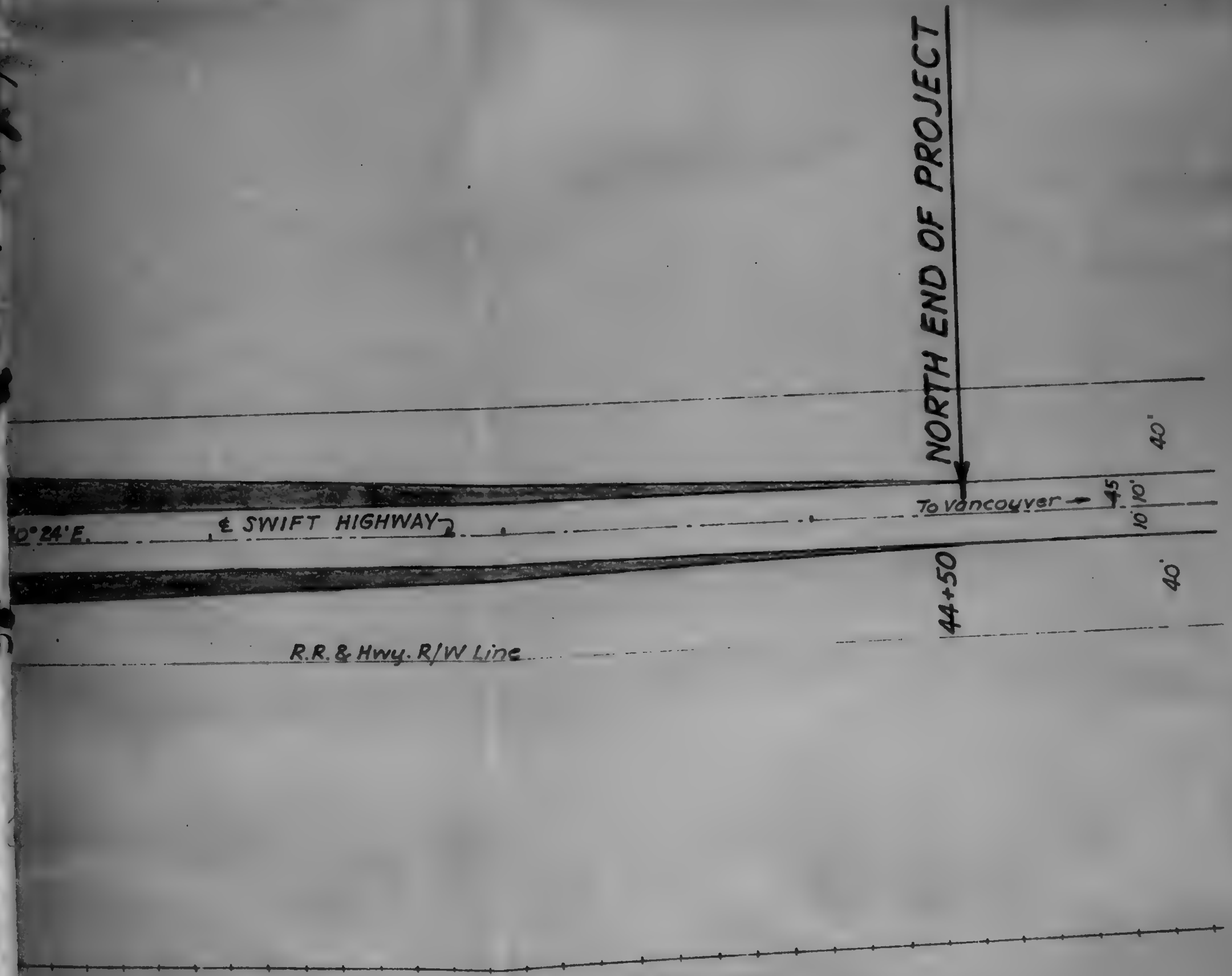

PROJECT
30° C.
Δ 91°20'±
22
Proposed Pavement
R/W Line
Const. Asphaltic
Inst. Precast C
Edge
Const. Asphaltic
35
1'
9.5'
9'
13.5'
19'
100
R.6.5
12'
+65
roposed Pavement

NOTE: Kaiser Co. will construct pa
hereon in dash lines, will
beds required for these pa
construct curbs, island a
ator as indicated by note


.1 N. R.1 E. W.M.
SEC. 5
22
11.5'
11.5'
ement outlined
onstruct road-
ements, and will
d traffic separ-
pposite Sta. 39
Rad. 88'
11.5'
Traffic Separator, Island & Curb
to be constructed by Kaiser Co.
14'
R.2'
14'
Rad. 78'
+60
+95
Conc. Curb
R.2'
Pavement
onc Traffic Separator
f Existing Conc. Pavement
Existing Precast Conc
onc Pavement
10.5
9.5
12
40
SPOKANE - PORTLAND & SEATTLE RY.


22
24'
11.5'
11.5'
1'
Rad. 88'
11.5'
Rad. 130'
Traffic Separator, Island & Curb to be constructed by Kaiser Co.
14'
R.2'
14'
Rad. 78'
+95
+60
11.5'
Conc. Curb
R.2'
R.2'
20
12'
40
12'
N. 10° 24' E.
℄ SWIFT H
9.5'
10.5'
16'
Install Precast Conc. Traffic Separator
R.R. &

VANPORT JUNCTION SECTION SWIFT HIGHWAY MULTNOMAH COUNTY				SHEET No. **3**
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	State		See Index


NORTH END OF PROJECT
40'
To Vancouver →
45
10' 10'
0°24'E.
℄ SWIFT HIGHWAY
44+50
40'
R.R. & Hwy. R/W Line

Approved, March 20, 1943:

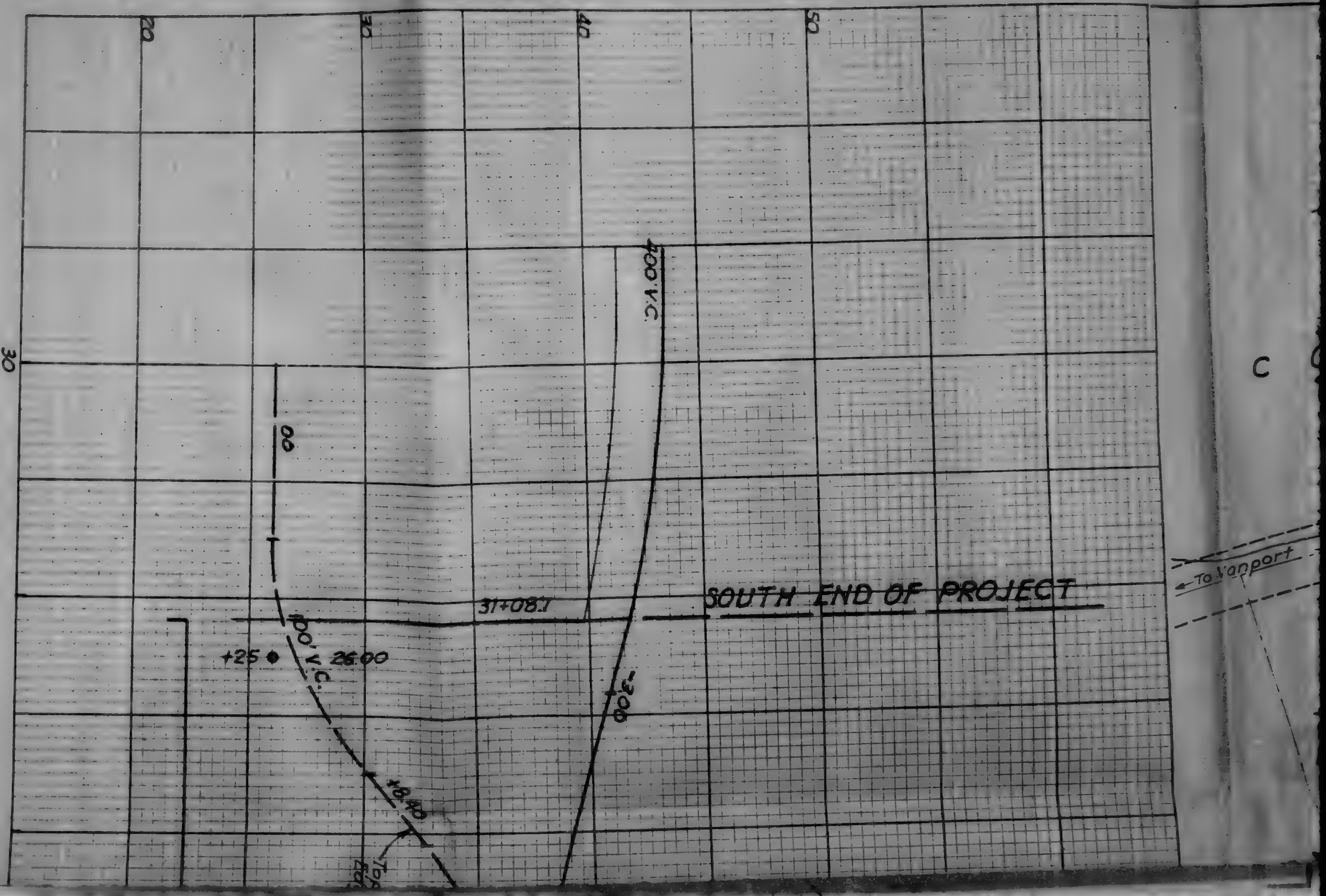
State Highway Engineer.

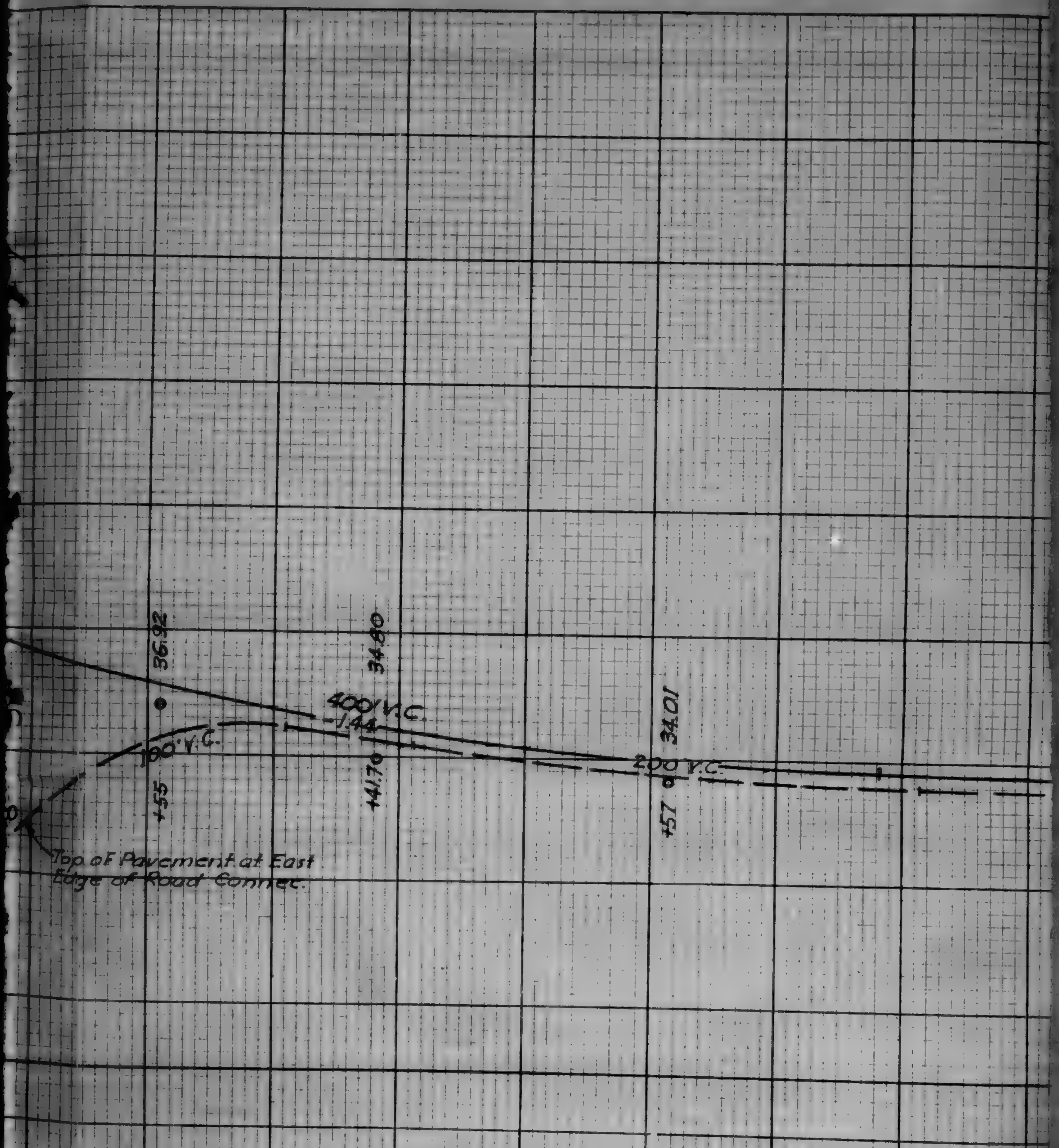
Approved, March 23, 1943:

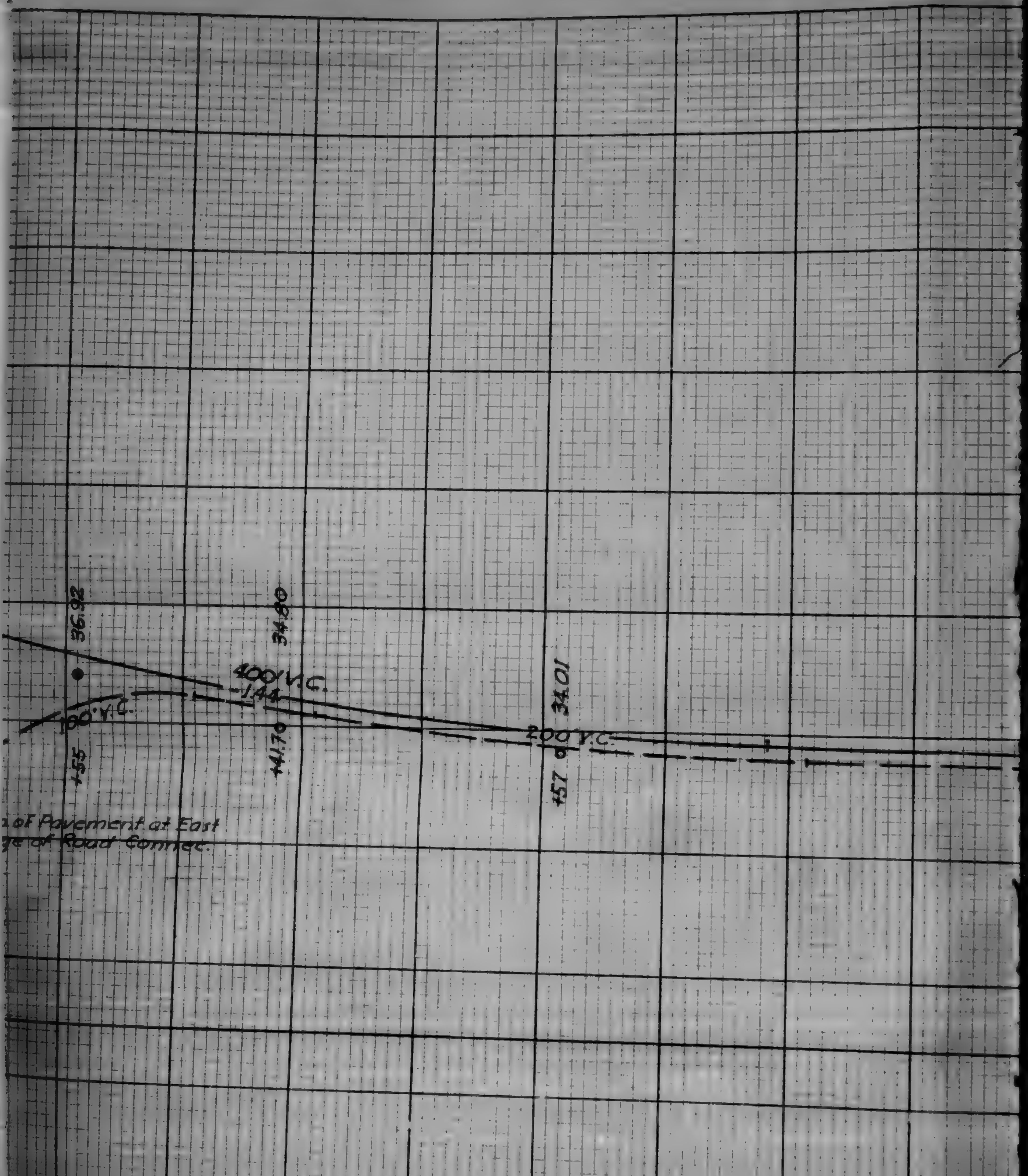
Kaiser Company, Inc.

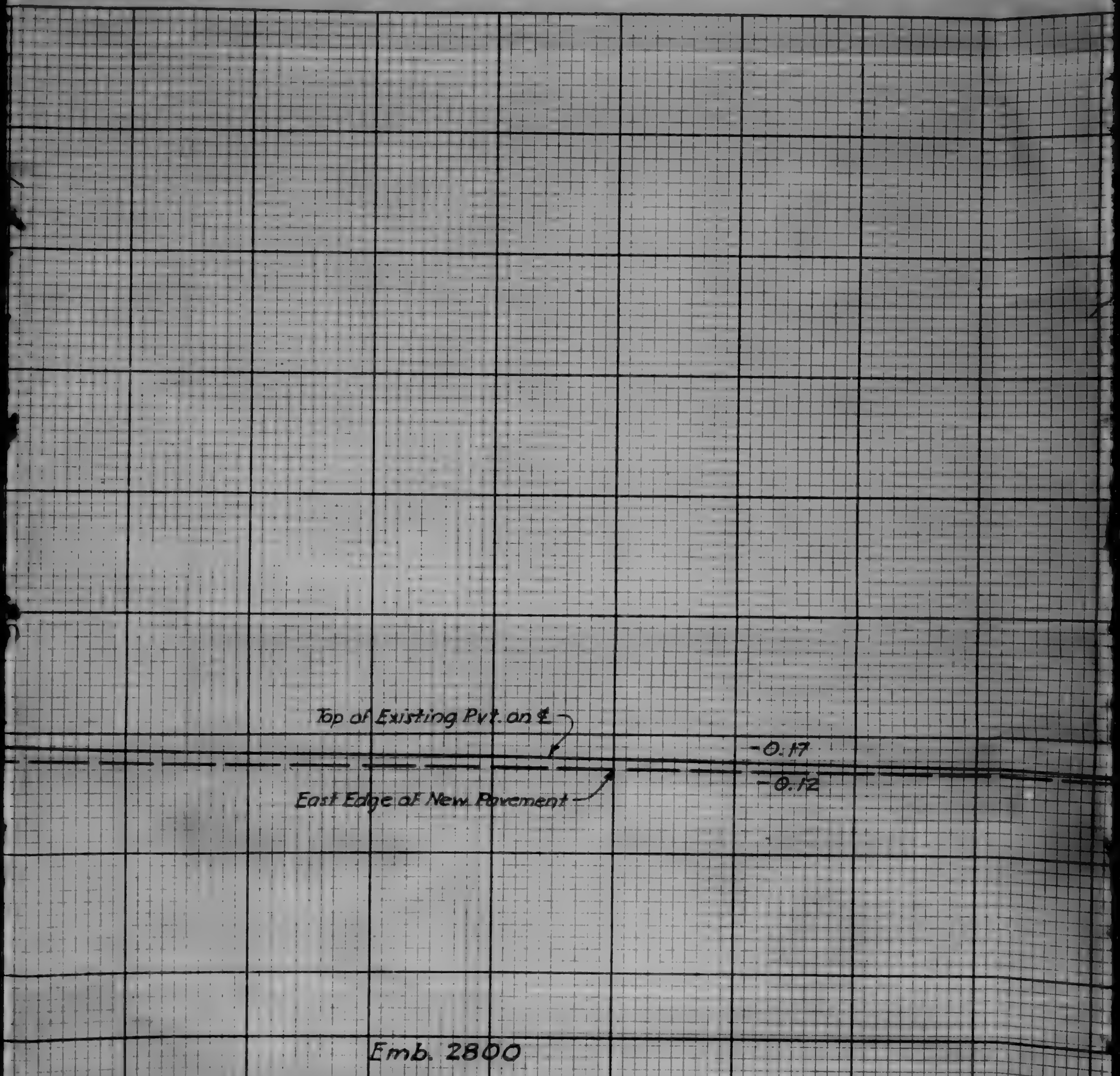
By D. Lester Lynch
Engineer in Charge of Construction,
Vanport City, Oregon.

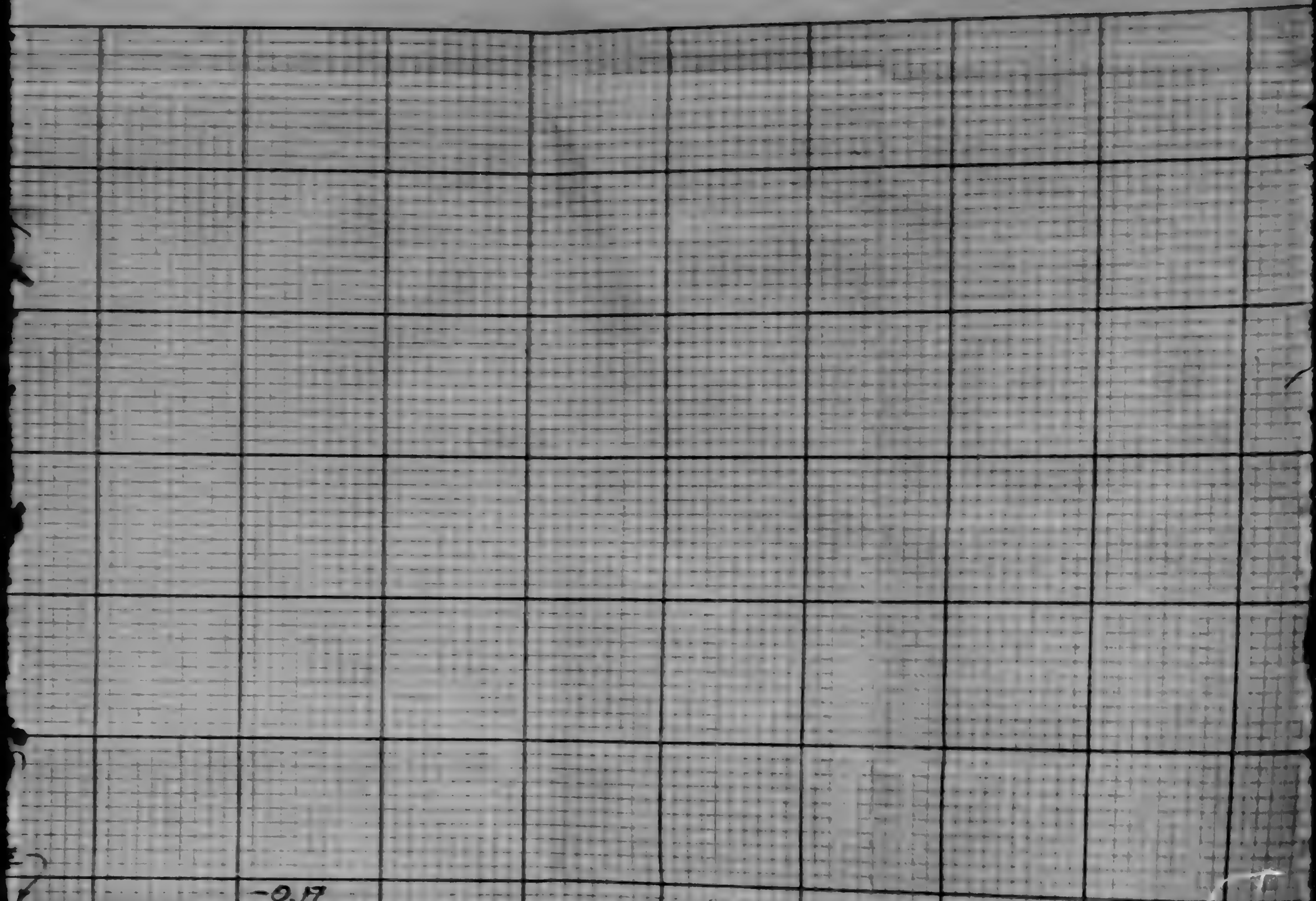
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


20
30
40
50
30
C
← To Vanport
SOUTH END OF PROJECT
31+08.1
400' V.C.
-3.00
00
100' V.C.
+25
26.00
+8.40
Top
Ed


36.92
34.80
400' V.C.
-1.44
100' V.C.
+55
+41.70
34.01
200' V.C.
+57
Top of Pavement at East Edge of Road Connec.
35


36.92
34.80
400' V.C.
-1.44
100' V.C.
34.01
200' V.C.
+55
+41.70
+57
of Pavement at East
ge of Road Connec.


Top of Existing Pvt. on ℄
-0.17
-0.12
East Edge of New Pavement
Emb. 2800
40



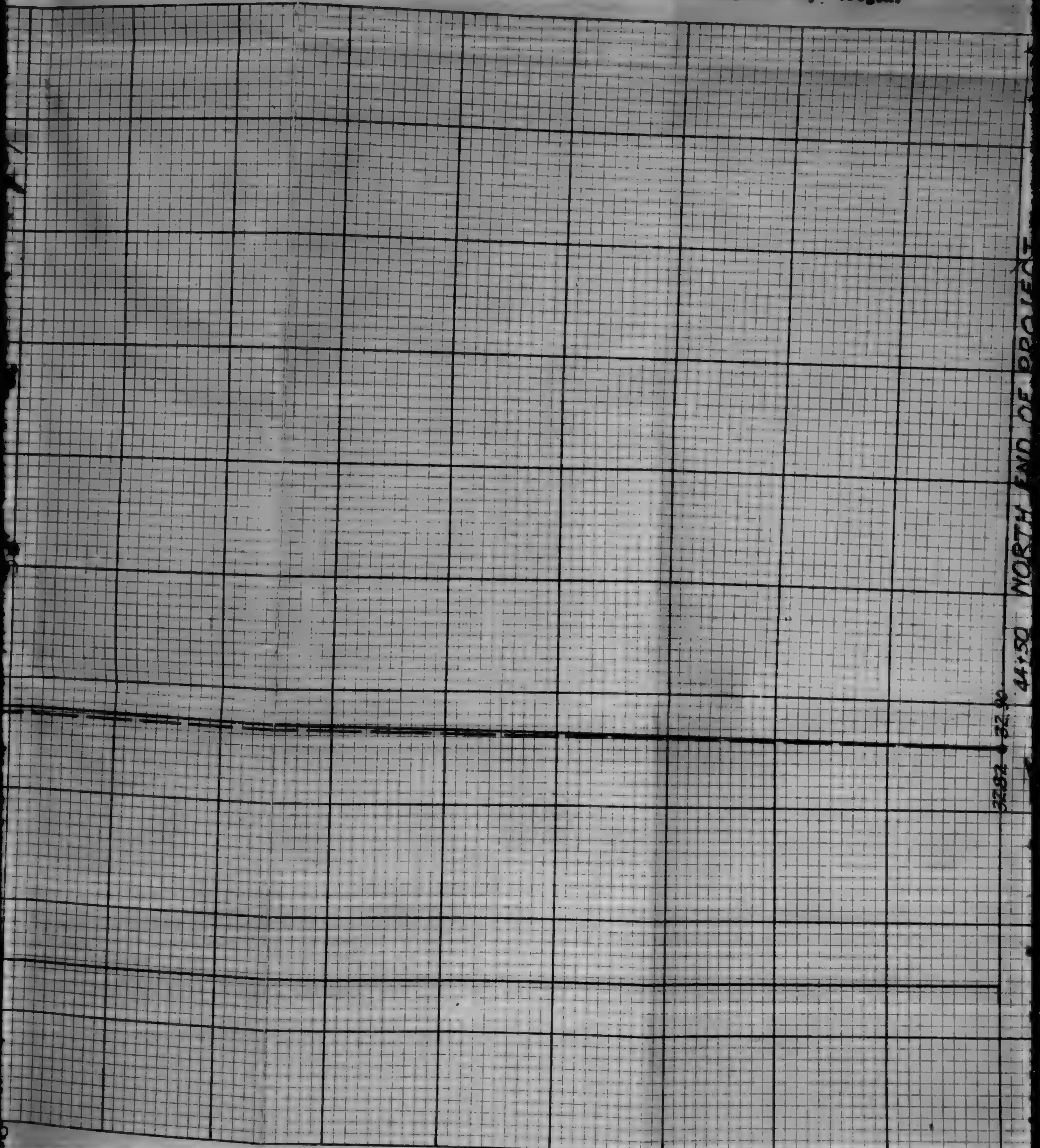
-0.17
-0.12
eat
40

State Highway Engineer.

Approved, March 23, 1943:

Kaiser Company, Inc.

By D. Lester Lynch
Engineer in Charge of Construction
Vanport City, Oregon.

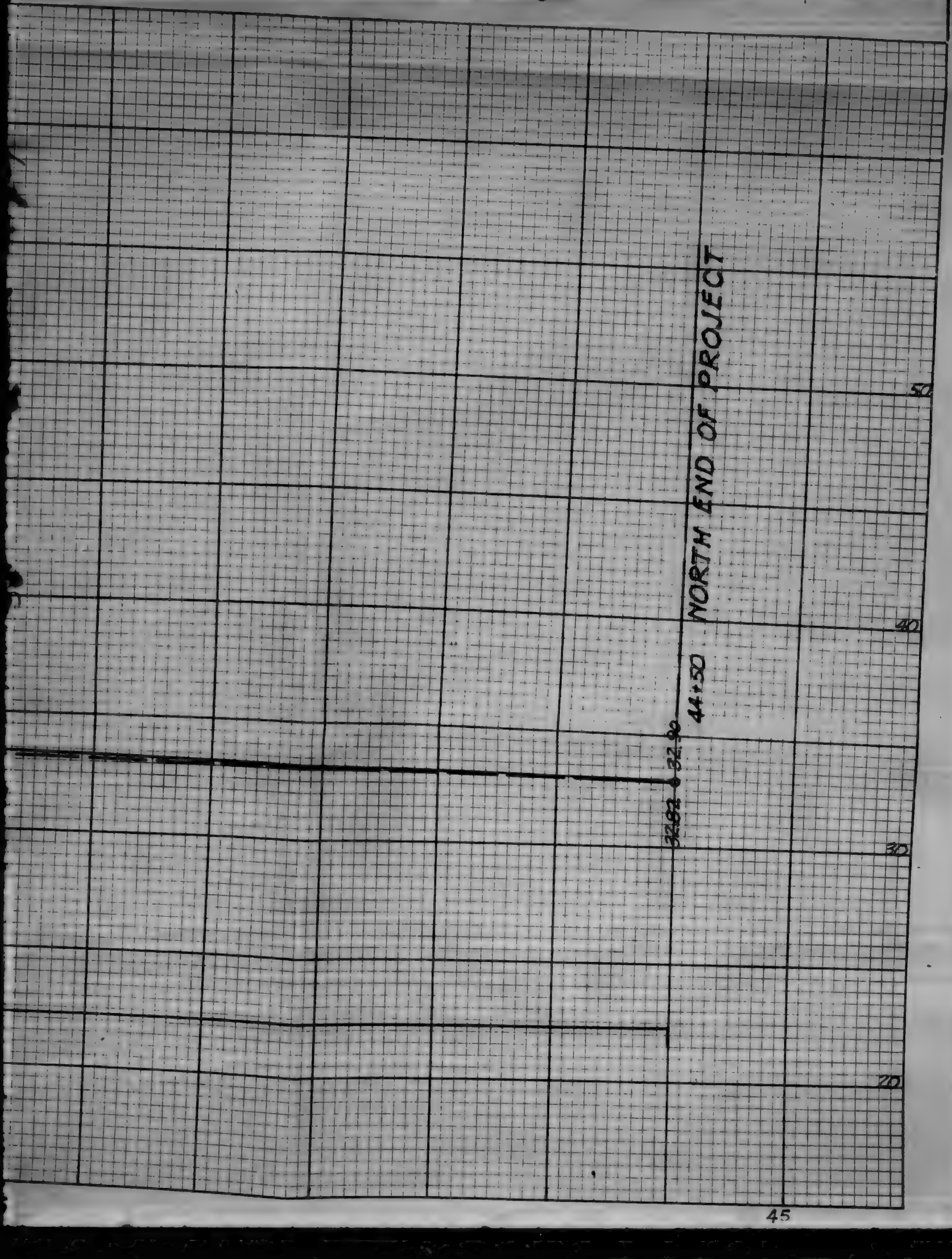


State Highway Engineer.

Approved, March 23, 1943:

Kaiser Company, Inc.

By D. Lester Lynch
Engineer in Charge of Construction,
Vanport City, Oregon.


NORTH END OF PROJECT
44+50
32.82 32.90
50
40
30
20
45

[illegible] STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 [illegible] 194[illegible]
FOR FILING

#2626

12[illegible] 1064

February 23, 1943

Mr. Frank Crutsinger
Regional Director
Federal Public Housing Authority
Skinner Building
Seattle, Washington

Dear Sir:

Pursuant to your recent request to make a connection from the community known as Vanport to the Swift Boulevard, advise that I am inclosing a plan illustrating the geometric design of a connection satisfactory to the State Highway Department.

You of course realize that when you take this rather large volume of traffic and feed it into Swift Boulevard, provision must be made for a traffic interchange that will enable traffic to flow regularly without appreciable hazard. As soon as possible I will have Mr. F. T. Young, Acting Division Engineer at Portland, stake out the projection and give you the grade lines. I am also attaching a design which we have approved for the passing of this traffic under the Swift Boulevard at the Columbia Slough bridge.

Drawing No. 6712A

With reference to the widening of Swift Boulevard proper, advise that the Highway Commission is willing to bear this portion of the expense which is estimated to be approximately $20,000. We will perform the work by contract to the end that it be correlated to the work that you are doing in such manner as to cause the minimum delay in the operation of the proposed facility.

The permit to occupy the highway right of way is conditioned upon your adoption of this or some equivalent plan, to be approved by this department, which will safeguard the traffic and the highway facilities.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:NY
cc Mr. Jerome Kelly
Mr. F. T. Young

FORM E-[illegible] [illegible] 7-[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 20, 1943

SUBJECT:

To: Mr. R. H. Baldock
Chief Engineer
Office

L

Dear Sir:

Herewith our Drawing No. 6712A showing the type and clearance requirements for the west access road at VanPort where it undercrosses our Columbia Slough Bridge on the Swift Secondary Highway. I have been advised that the housing authority intends to build a timber trestle several hundred feet in length along the north bank of Columbia Slough to carry this access road underneath the Spokane, Portland and Seattle Railway Company's bridge and underneath our Swift Secondary Highway bridge. The width of the Swift Secondary Highway bridge makes a span of 36 feet 6 inches (center to center) necessary where the trestle crosses underneath the bridge. The stringer sizes on this span, however, are not excessive. We have also shown lagging attached to the treated timber piles in order to guard these piles against any danger from collision by traffic.

The only other alternative would be to attach an intermediate cap to the piles of the Swift Road Bridge. We do not think it advisable to place this additional load on the piling.

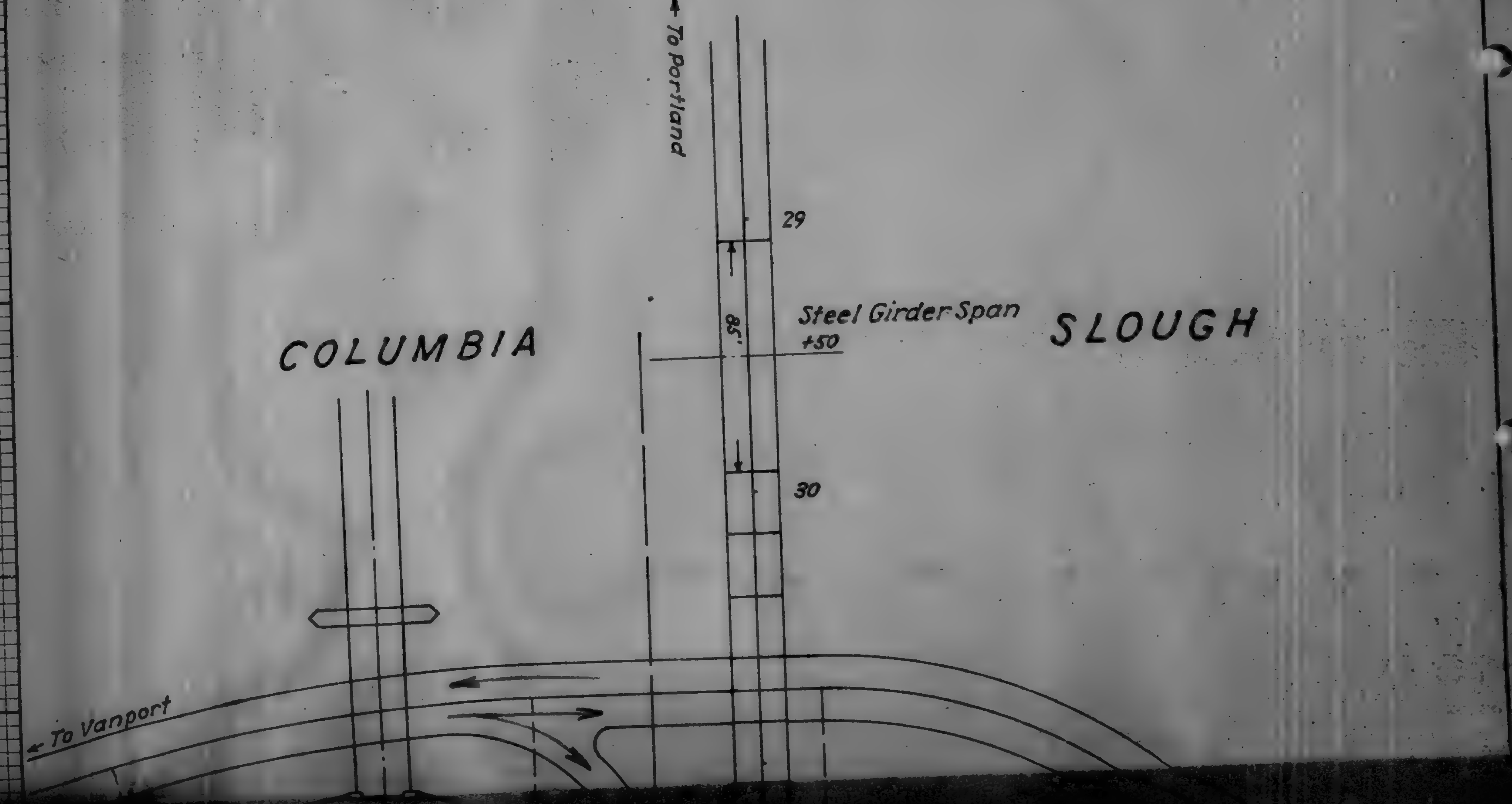
Very truly yours,

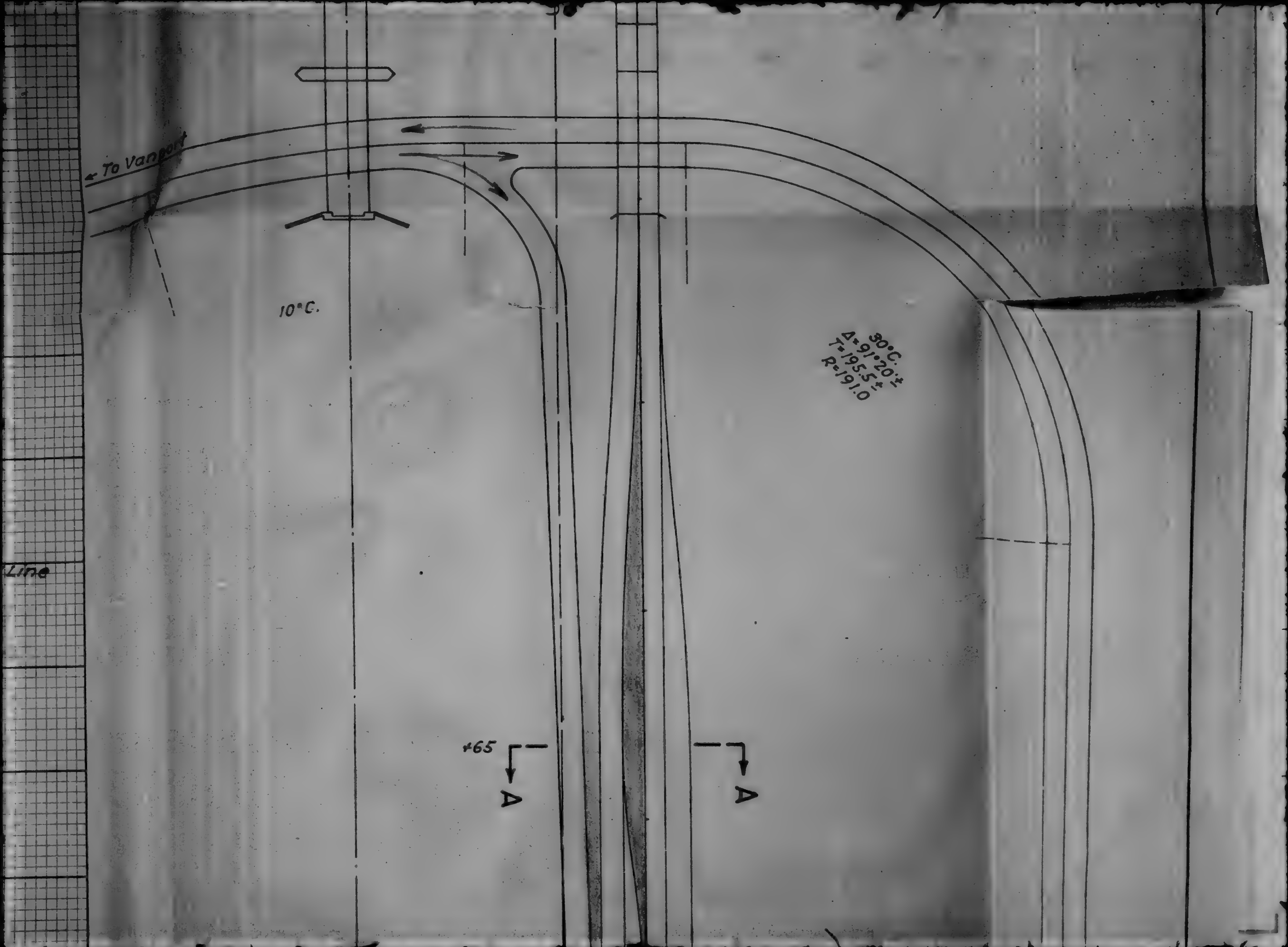
G S Paxson

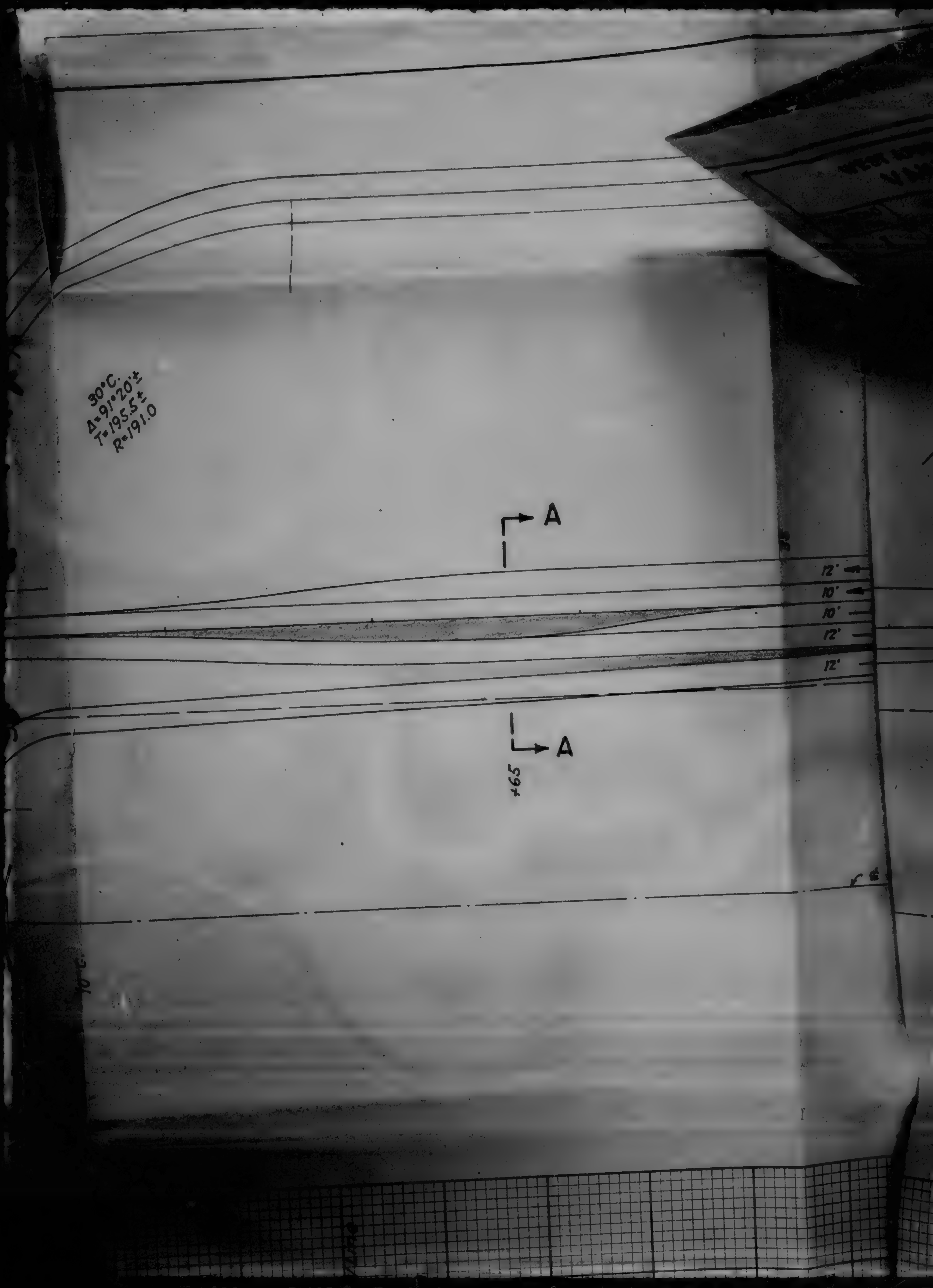
G. S. Paxson
Bridge Engineer

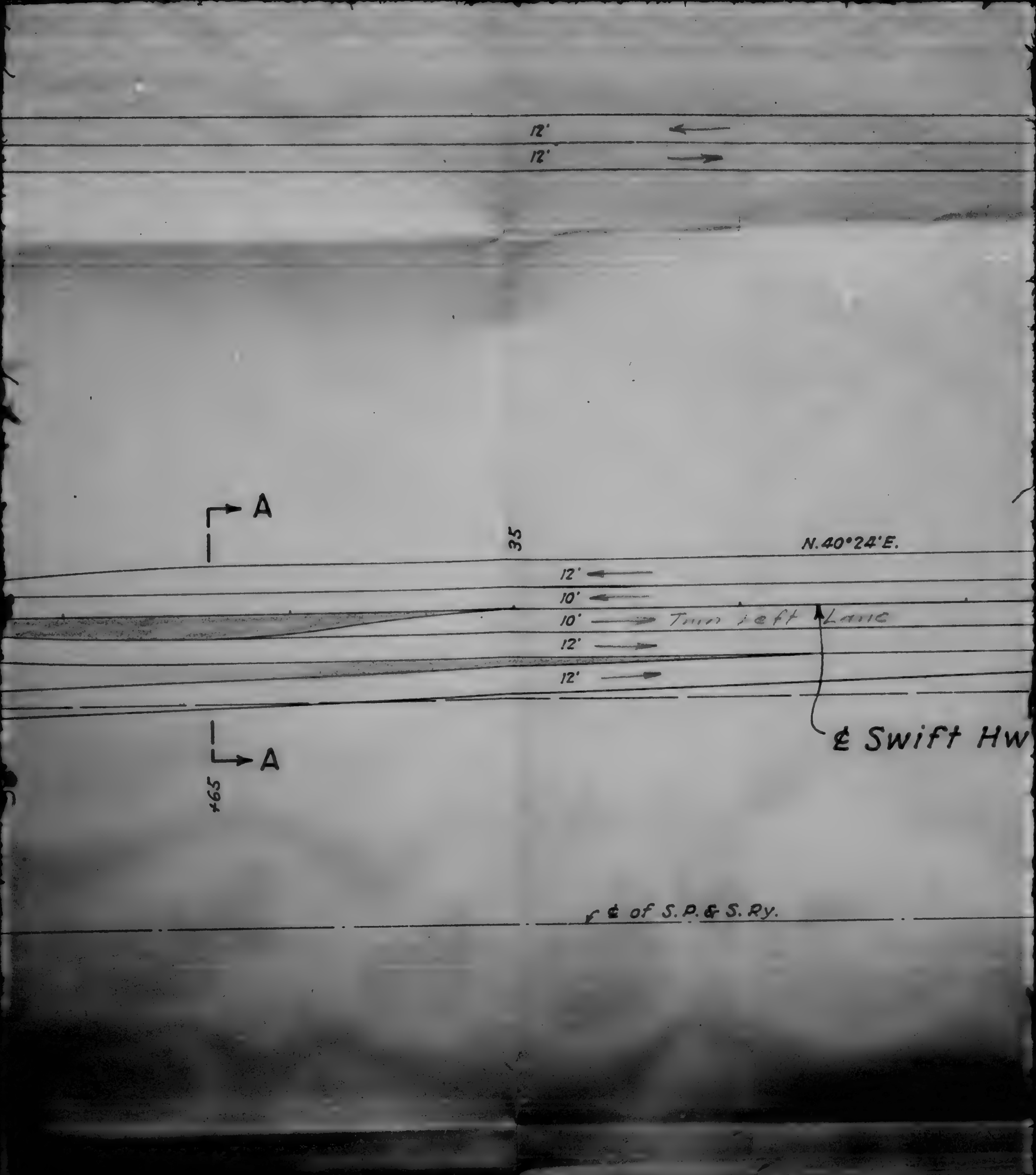
GSP CM
Attached

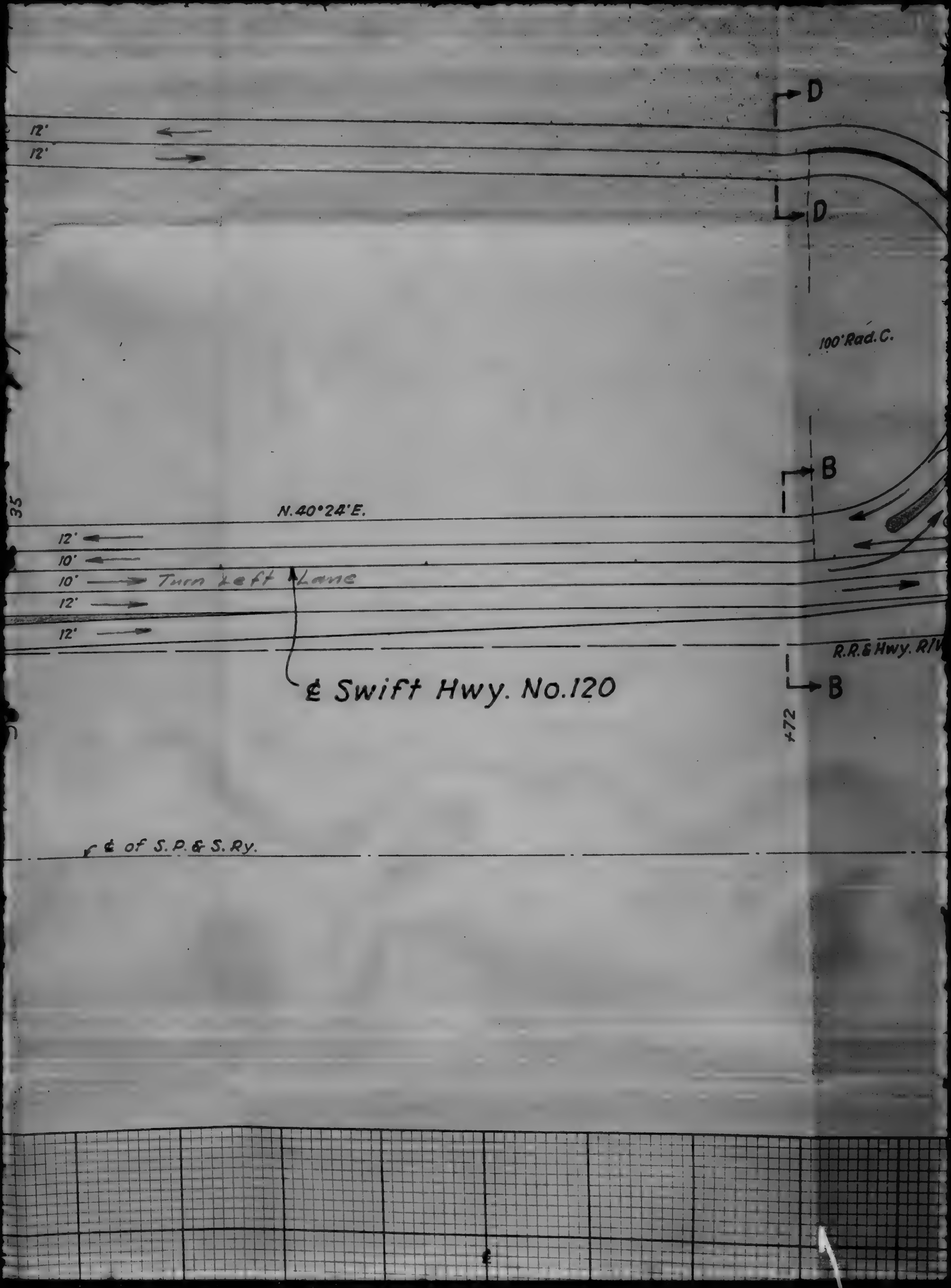
FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

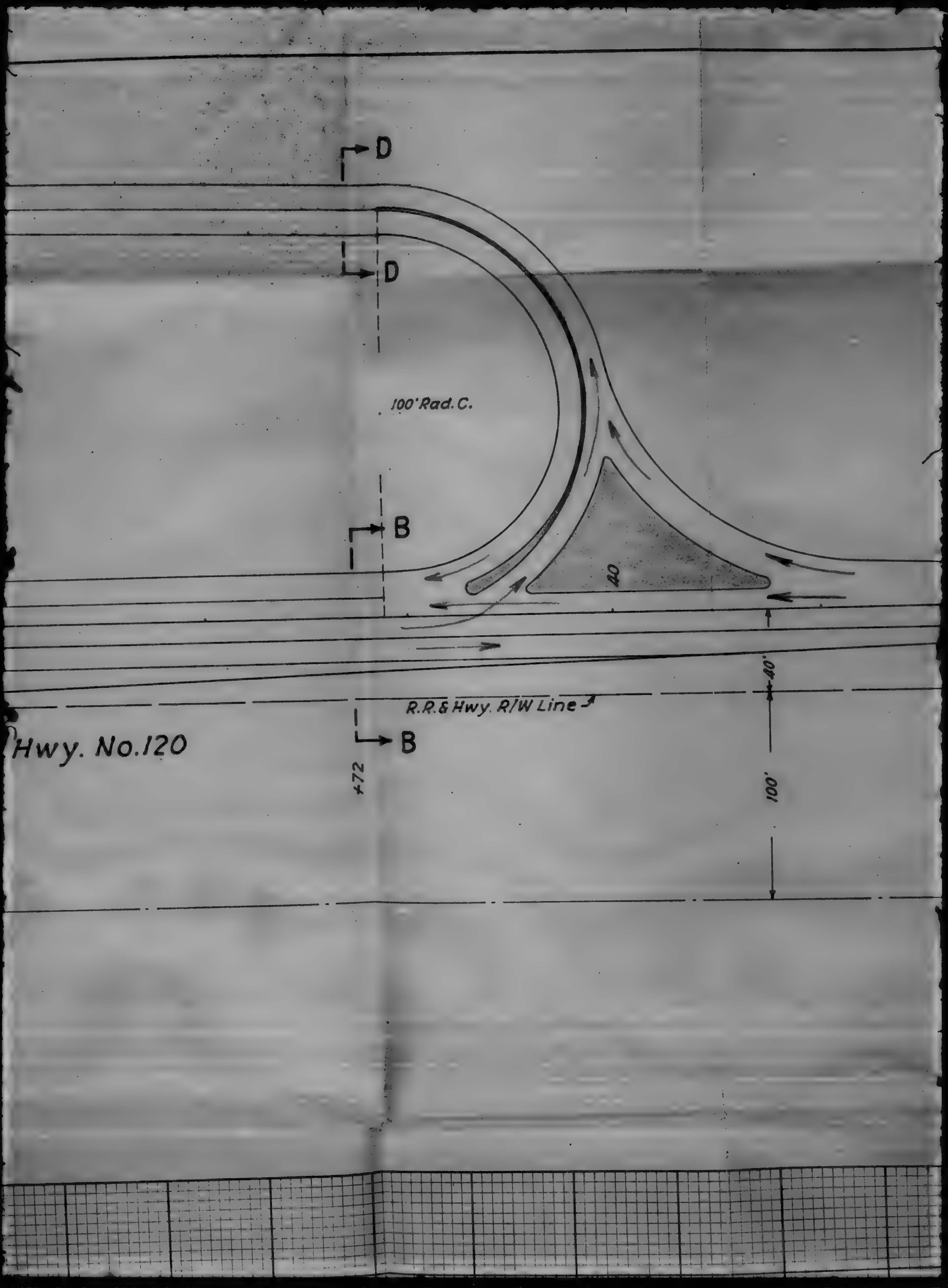

To Portland
29
Steel Girder Span
+50
85'
30
COLUMBIA
SLOUGH
To Vanport

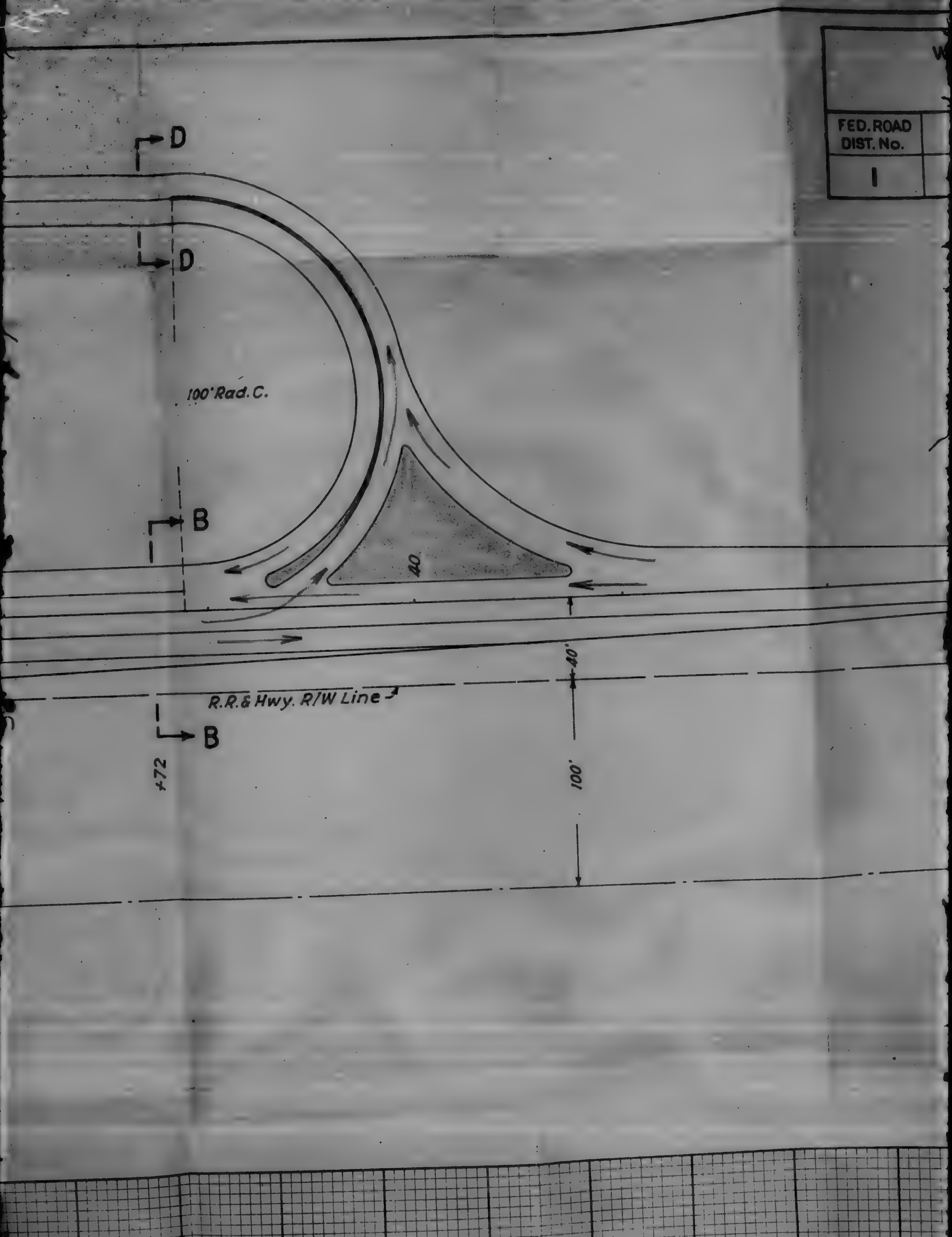

← To Vanport
10°C.
30°C.
Δ=91°20'±
T=195.5±
R=191.0
Line
+65
A
A


30°C.
Δ=91°20'±
T=195.5±
R=191.0
A
12'
10'
10'
12'
12'
A
+65

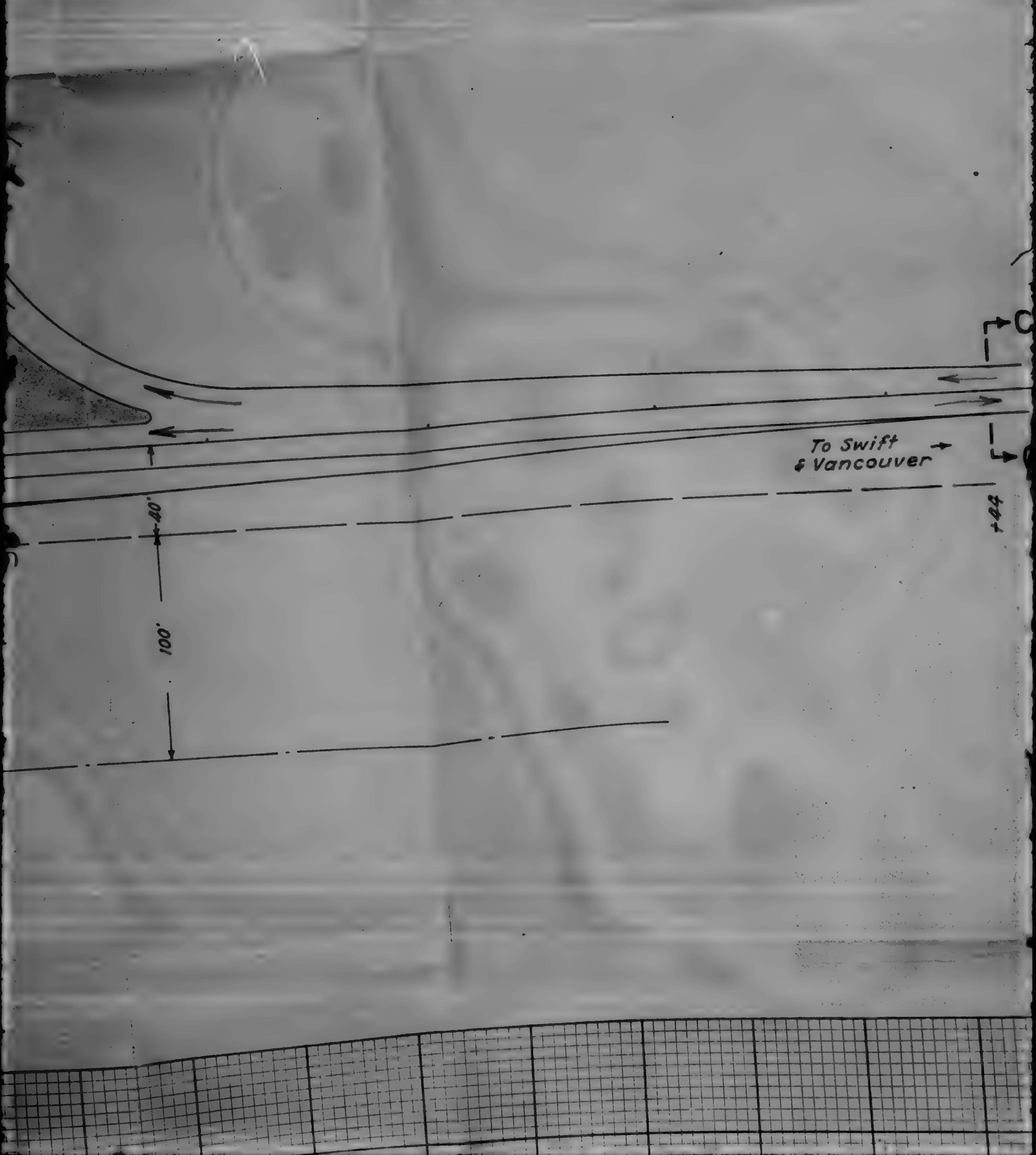

12'
12'
A
35
N.40°24'E.
12'
10'
10' Turn Left Lane
12'
12'
℄ Swift Hw
A
+65
℄ of S.P. & S. Ry.


D
12'
12'
D
100' Rad. C.
B
35
N.40°24'E.
12'
10'
10'
Turn Left Lane
12'
12'
R.R.& Hwy. R/W
B
℄ Swift Hwy. No.120
+72
℄ of S.P.& S. Ry.
℄

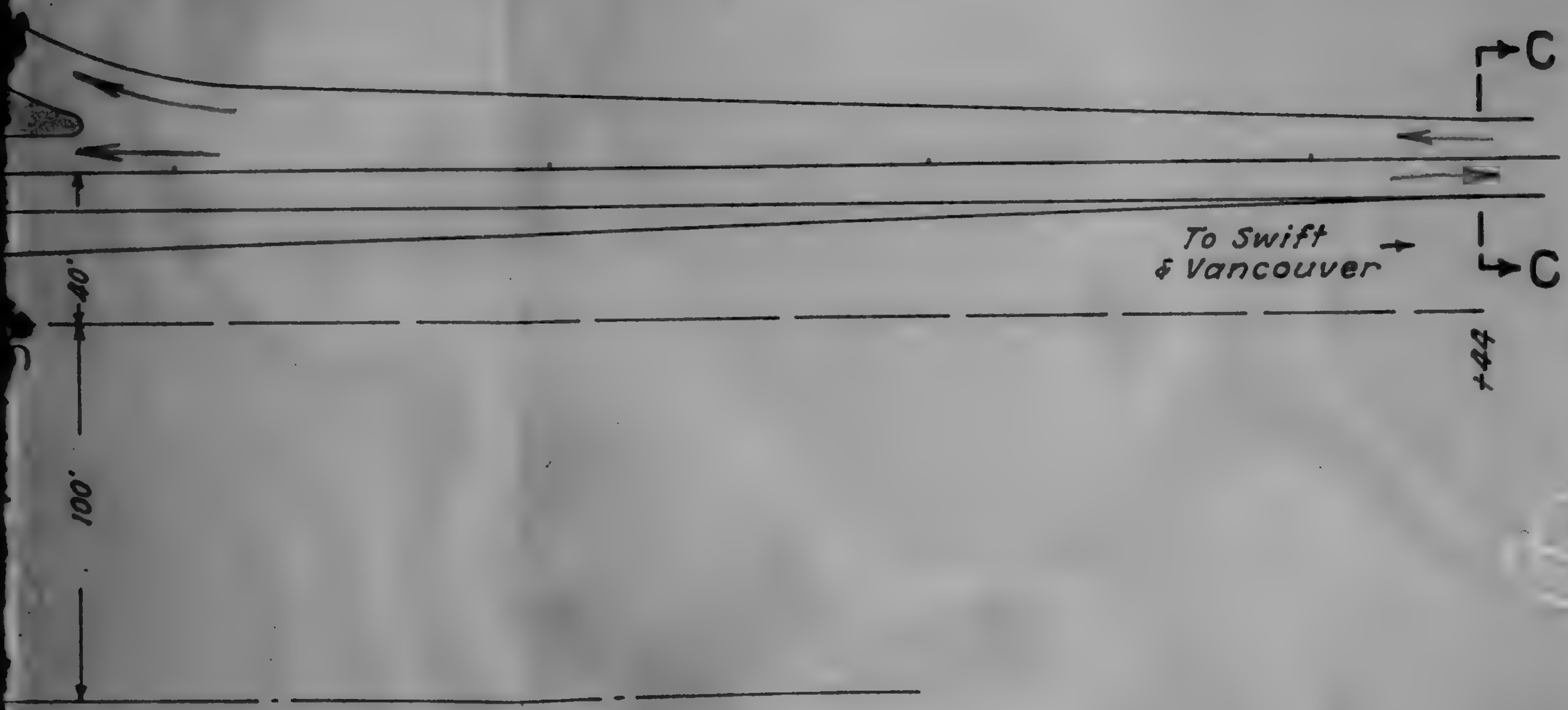

D
D
100' Rad. C.
B
40
R.R. & Hwy. R/W Line
Hwy. No.120
B
+72
40'
100'

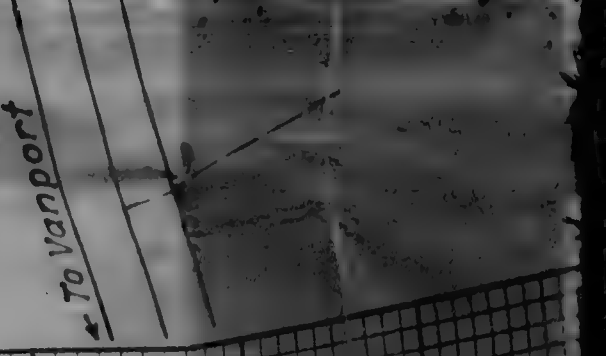

FED. ROAD DIST. No.
1
D
D
100' Rad. C.
B
40
40'
R.R. & Hwy. R/W Line
B
+72
100'

WEST APPROACH TO VANPORT				SHEET No.
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS *See Index*
1	OREGON			


To Swift & Vancouver
40'
100'
+44
C

WEST APPROACH TO VANPORT				SHEET No.
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON			See Index


C
To Swift
& Vancouver
C
40'
100'
+44



ORIGINAL SURVEY

NOTE BOOK

NO.

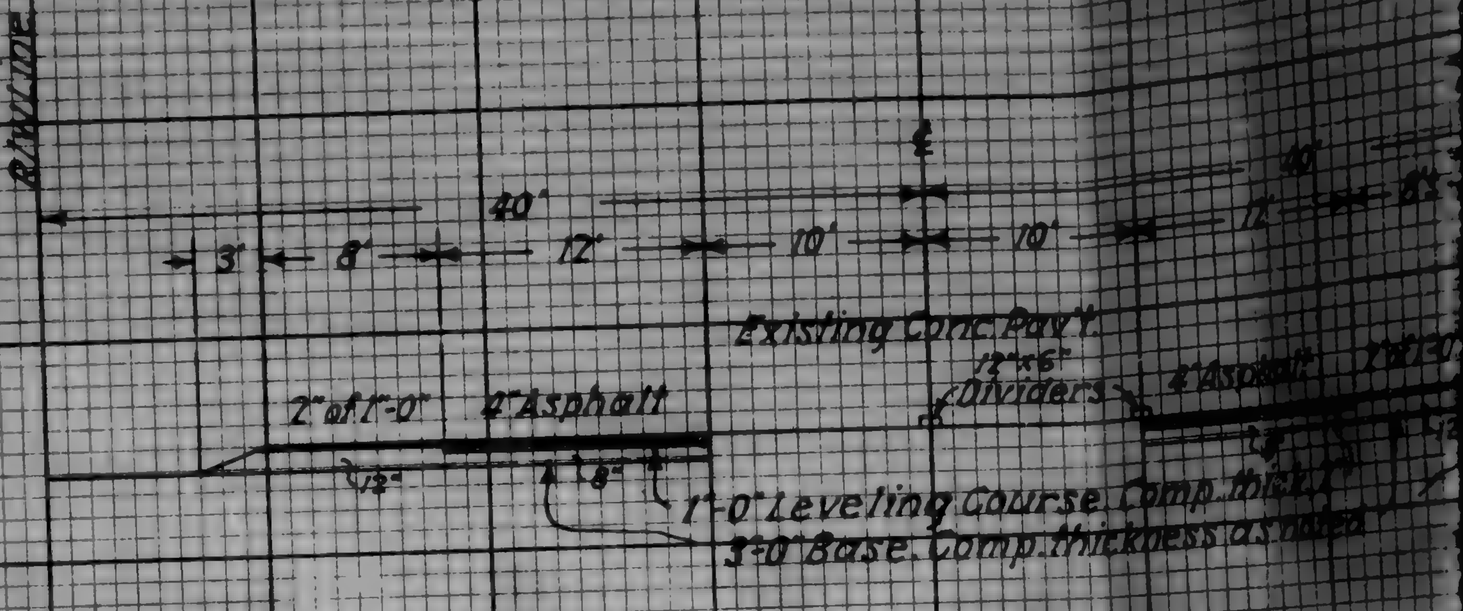
SURVEYED

PLOTTED

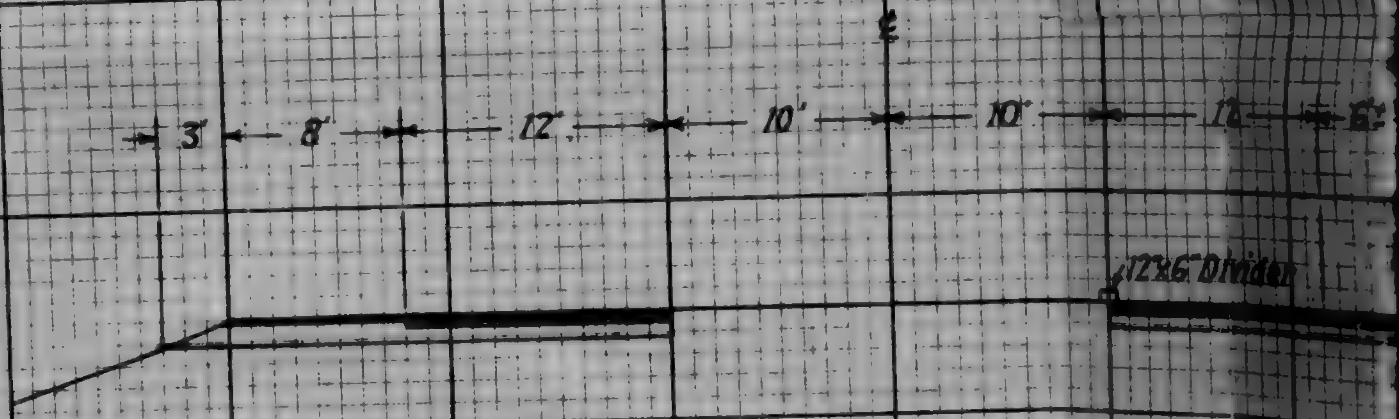
TEMPLATE

AREAS

AREAS CHECKED

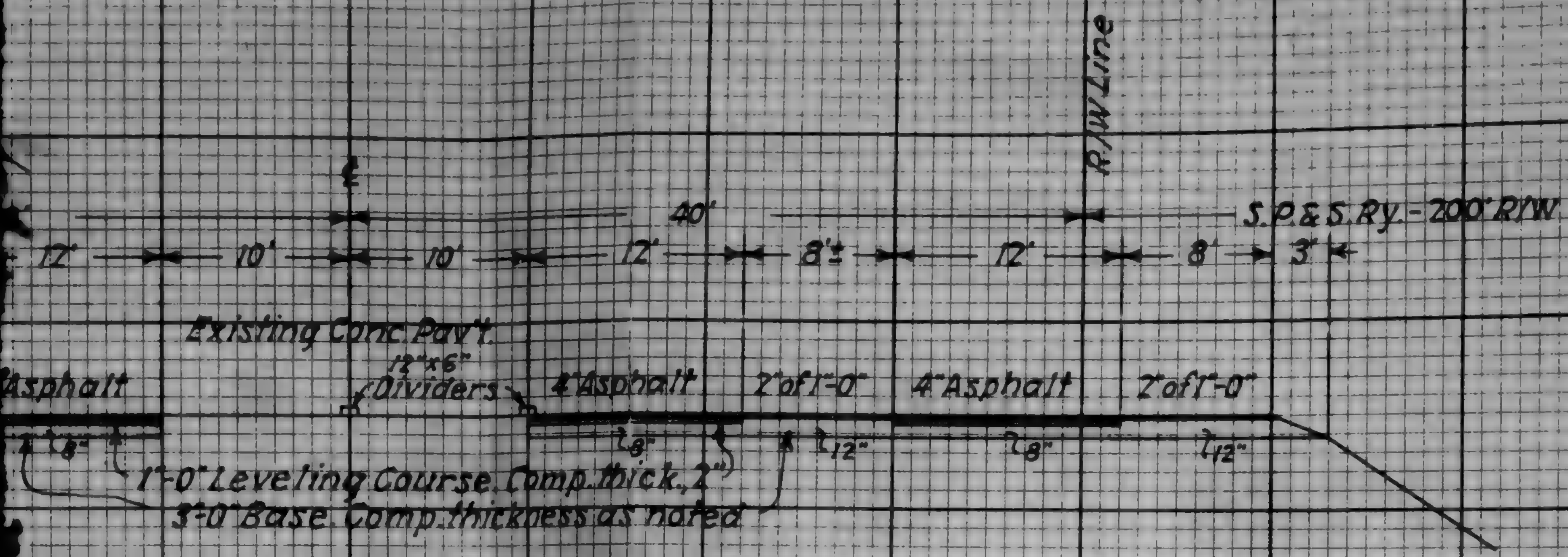

R/W Line
40'
40'
℄
3'
8'
12'
10'
10'
12'
6'
Existing Conc. Pav't
12"x6" Dividers
2" of 1'-0"
4" Asphalt
1/2"
8"
1'-0" Leveling Course. Comp. thick 1"
3'-0" Base. Comp. thickness as noted
4" Asphalt

Section A-A

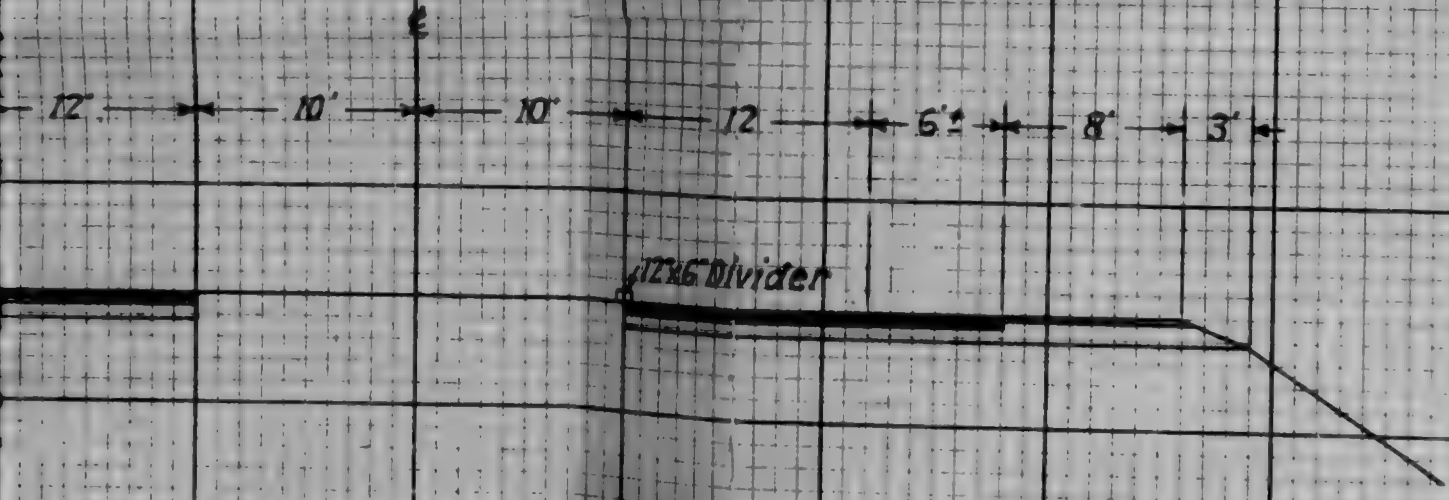

℄
3'
8'
12'
10'
10'
12'
6'
12"x6" Divider

Section B-B

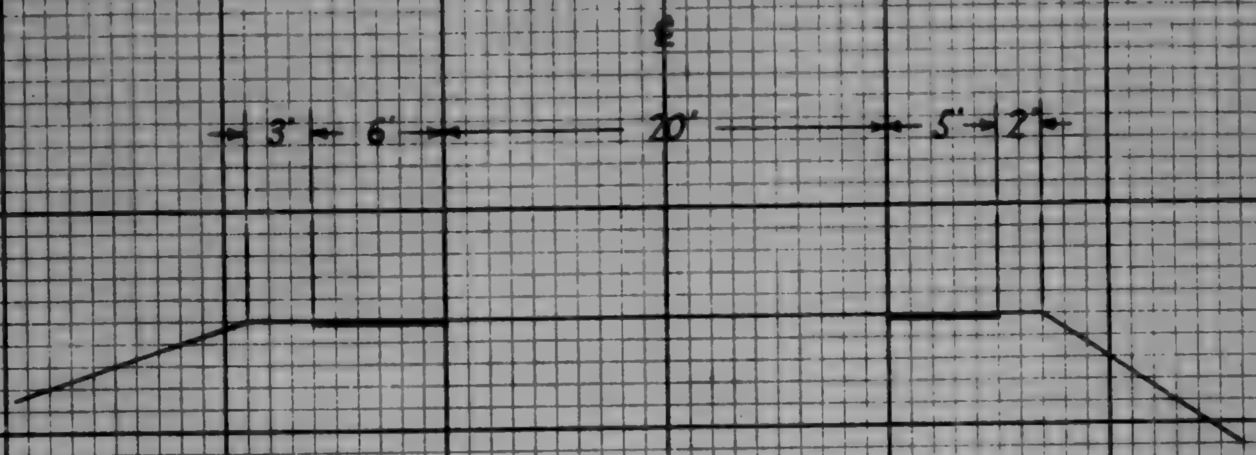
10
To Vanport


R/W Line
℄
40'
S.P.&S.Ry.-200' R/W
12'
10'
10'
12'
8'±
12'
8'
3'
Existing Conc. Pav't.
12"x6" Dividers
Asphalt
4" Asphalt
2" of 1"-0"
4" Asphalt
2" of 1"-0"
8"
8"
12"
8"
12"
1"-0" Leveling Course. Comp. thick. 2"
3"-0" Base. Comp. thickness as noted

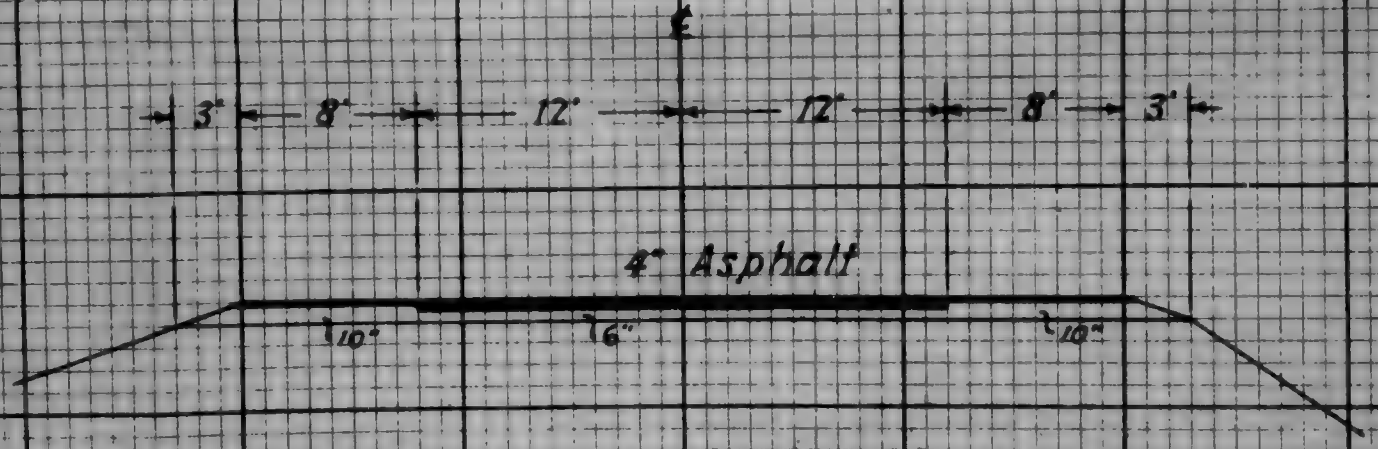
Section A-A


℄
12'
10'
10'
12
6'±
8'
3'
12"x6" Divider

Section B-B



Section C-C


℄
3'
8'
12'
12'
8'
3'
4" Asphalt
10"
6"
10"

Section D-D

FORM E-30 90M 6-41

AGENDA
FEB 18 1943

46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16th, 1943

Subject: Swift Secondary Connection
to Vanport

To:
Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

I hand you herewith map showing the proposed traffic interchange of the Swift Secondary and the west connection to Vanport. The Federal Housing Commission proposes to build the approach itself, but it is thought that the Highway Commission should construct the two additional lanes which are needed to facilitate the free flow of traffic.

The estimated cost of these lanes are as follows:

Item	Unit	Quantity	Allowances	Total	Price	Cost
Excavation, Common	C.Y.	1,562	158	1,720	$0.75	$1,290
" , Borrow	"	1,985	195	2,180	0.75	1,635
1" - 0"	"	386	39	425	3.00	1,275
3" - 0"	"	2,215	220	2,435	2.00	4,870
Asphaltic Concrete Pavement	Ton	821	44	865	8.00	6,920
Divider (Concrete)	L.F.	1,740	60	1,800	1.00	1,800
						$17,790
		Engineering & Contingencies				1,770
		Total				$19,560

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

C.P.

RECEIVED
JAN 26 1943
FOR FILING

126-1064

#2626

January 26, 1943

Mr. D. Lester Lynch
Engineer in Charge of Construction
Vanport City
Portland, Oregon

Dear Mr. Lynch:

I cannot approve the plan for access to North Portland Road without a map showing the proposed location and a profile showing the gradients of the various connecting ramps. Likewise, I should have structural details of changes in present highway bridge structures, if any. As soon as you get this to me I will give it my immediate attention.

Very truly yours,

R. H. Baldock
Chief Engineer

[redacted]
cc Mr. H. G. Smith
Mr. F. T. Young

KAISER COMPANY, INC.
PORTLAND, OREGON

TELEPHONE:
WEBSTER 3281

FILE REFERENCE

North Denver Ave Fill
% Geo. H. Buckler Co.
January 25, 1943

Mr. R. H. Baldock, Chief Engineer
State Highway Department
Salem, Oregon

RE: West access road, Vanport

Dear Mr. Baldock:-

Mr. Williams called and said that the proposed plan for access to North Portland Road has met your approval with the exception of more consideration to a left turn slot.

A left turn slot was abandoned in favor of the right turn lane between the railroad and the highway. It is our opinion that such an arrangement would permit less restricted movement of cars northbound and also simplify the signal system at the intersection since a left turn slot would necessitate a three-way signal, whereas, no left turn slot would permit a two-way signal and permit a comparatively freer flow of cars. However, some arrangement other than the one proposed could be worked out if you feel it will benefit the connection.

Otherwise, no serious problem being involved, consider this a request for formal approval of the proposed access road from Vanport to North Portland Road.

In addition, would you take the necessary action to plan and supervise the reconstruction involved in the undercrossing of the north end of the highway bridge over Columbia Slough as indicated on our proposed road plan.

Thanking you for your suggestions and helpfulness, I am

Yours very truly,

D. Lester Lynch

D. Lester Lynch,
Engineer in Charge of Construction
Vanport City

DLL:jg

RECEIVED
JAN 26 1943
STATE HIGHWAY COMMISSION

PORTLAND YARD

SN-A-FAP 130-B1 Denver Ave. Jct. Sec., 1943
Pacific Hwy. East
Folder # 2

0-3
0-1

RECEIVED
JAN 30 1945
FOR FILING

Salem, Oregon
January 23, 1945

Mr. F. T. Young
Acting Division Engineer
Box 4644, Sellwood Station
Portland 2, Oregon

Dear Sir:

Reference is made to the attached Order for State Force Work which calls for the construction of 100 feet of 16" concrete traffic separator at Denver Avenue Junction.

As the Denver Avenue Junction construction project was completed several months ago, it seems inadvisable to open it for further charges. Please, therefore, resubmit your request for approval on a Minor Betterment Order form.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

Encl.

cc to H. G. Smith
F. A. Collier

Additional correspondence filed:
Maint - Traffic Safety - Channelization

0-3

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

January 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For a reference album of photographs this organization is in need of a photo or plan of the traffic interchange at intersection of Union Avenue and Denver Avenue on Oregon project SN-A-FAP 130-B(1). We have in our files a large size blueprint of the architect's perspective drawing showing the layout of these intersections, and thinking that possibly you may have in your files a reduced size negative of this drawing, request is made that you furnish us with three copies of any reduced size photos of this drawing, preferably letter size. If you do not have the reduced size, would you please either arrange to have a letter size photostat made of the drawing, or loan us the original drawing in order that we may have a reduced size photostat made.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 10 1945
[illegible]

RECEIVED
JAN 10 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to H. D. Smith

0-5

RECEIVED
JAN 4 1945
FOR FILING

120-B-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Dec. 30, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	14760	2627	13-Final	Henry L. Horn	14,021.74	266050	OK
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

I have your acceptance advice on this.

asw

ACCOUNTING DIVISION

By ~~asw~~
Bookkeeping Dept.

Approved
Secretary

NOTED ON CARD
JED 1/2/45

0-6

RECEIVED
DEC 29 1944
FOR FILING

120-P-1

Salem, Oregon
December 27, 1944

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

We are handing you herewith one fully executed copy of an agreement between the State Highway Commission and Henry L. Horn, which agreement disposes of his claim for additional compensation arising out of his contract No. 2627, Denver Avenue Junction Section of the Pacific Highway East.

Mr. Glaisyer has retained one copy of this agreement for the Commission's files and has forwarded one copy to Mr. Horn and one copy to his surety.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

cc H. G. Smith

0-8

RECEIVED
JAN 12 1945
FOR FILING

130 B-1

December 21, 1944

United Pacific Insurance Company
N. W. Macduff, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

Attached hereto for your records and files is an executed copy of an agreement between the State Highway Commission and Henry L. Horn, disposing of Mr. Horn's claims for extra compensation arising out of contract No. 2627, for the construction of the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County, Oregon.

This copy is handed you because you appear as surety on the bond furnished by Mr. Horn in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aeo
Encl.

D-9

December 21, 1944

Mr. Henry L. Horn
216 E. Logan St.
Caldwell, Idaho

Dear Mr. Horn:

I am enclosing, for your information and files, an executed copy of an agreement between yourself and the State Highway Commission disposing of your claim for extra compensation arising out of your contract No. 2627, for the construction of the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County, Oregon. The settlement as outlined in the agreement was approved by the Highway Commission at its meeting the early part of this week.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aeo
Encl.

0-10

Salem, Oregon
December 21, 1944

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am handing you herewith two executed copies of an agreement between the State Highway Commission and Henry L. Horn, disposing of his claim for extra compensation arising out of his contract No. 2627, for the construction of the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County, Oregon.

I have retained the original of this agreement for the Commission's records and files, but I have sent one signed copy to Mr. Horn and another signed copy to the surety on the bond connected with this job.

Very truly yours,

Secretary

HBG:aeo
Encl.

0-71

RECEIVED
DEC 15 1944
FOR FILING

130-R-1

December 14, 1944

N.W. Macduff, Agent,
United Pacific Insurance Co.,
Board of Trade Building,
Portland 4, Oregon.

Dear Sir:

You are hereby notified that State Highway Contract No. 2627, for work on the Denver Avenue Junction Section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Henry L. Horn, and that revised final payment in the amount of $14,021.74 will be made on or after December 23, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $349,926.83, of which amount $6,331.25 represents the amount of force account items. This contract was completed on March 23, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

NOTED ON CARD
12/14/44

B-12

RECEIVED
NOV 13 1944
FOR FILING

Br-B-1

November 9, 1944

Mr. Henry L. Horn
General Contractor
N. 4508 Best, Route 1
Opportunity, Washington

Dear Sir:

In response to your communication of November 8, advice that I will see you in Salem on Monday, December 11, if that is satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

cc J. B. Smith

o-13

HENRY L. HORN
General Contractor
HOME OFFICE
216 E. Logan St. Route 4
TELEPHONE 920
CALDWELL, IDAHO

ADDRESS REPLY TO:
N. 4508 Best, Route 1
Opportunity, Wash.

November 2, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of October 26 proposing a meeting in your office to discuss my claim for additional compensation under Contract 2627.

At present I am engaged in work at the U. S. Naval Supply Depot here and am working against time and weather, hence will be unable to be in Salem before December first. You do not state how long you expect to be in the East, but if you return in time to hold the proposed meeting between December first and December 19 I will be able to meet any date you may set. My telephone number here is Walnut 3407, Spokane.

Yours very truly,

Henry L. Horn
Henry L. Horn

RECEIVED
NOV 6 - 1944
OREGON
STATE HIGHWAY COMMISSION

0-17

RECEIVED
OCT 28 1944
FOR FILING

130.B-1

Contract
2627

October 26, 1944

Mr. Henry L. Horn
General Contractor
Caldwell, Idaho

Dear Sir:

I transmitted your written claim for extra compensation as per your communication of October 4, 1944 to the Highway Commission. I am now ready to make a report to the Commission which will be rendered at the next meeting, December 19.

If you wish to discuss your claim with me prior to that time, I can see you in Salem almost any time prior to November 19 after which time I must leave for a trip to the East. If you wish to see me and will designate a date by return mail, I will endeavor to meet it and, if I can not, will call you by phone and arrange for a time mutually agreeable.

It is my thought that if you wish to come to Salem and discuss this matter with me prior to the presentation of my report to the Highway Commission, I will have present the various engineers who supervised the work and we will engage in a round-table discussion of the whole affair. I assure you of my willingness to make settlement for any legitimate claim for extra compensation that can be substantiated and that is within the terms of the contract. I will ask our Chief Counsel, Mr. J. M. Devers, to be present and to assist in interpreting the terms of the contract in line with the claims you have presented or such further claim as you care to make.

It is my opinion that you were not thoroughly conversant with the records when you presented the claim and I will have them all here for your study and examination.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. J. M. Devers
Mr. E. G. Smith

0-15

FORM E-30 25M 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1944

SUBJECT: Horn Claim - Contract No. 2627

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I hand you herewith reports of Messrs. Young, Skelton and Porter on the claim of Henry L. Horn for $9,891.04 for extra compensation on the Denver-Union Interchange Project, Contract No. 2627. The reports of the various engineers refute Mr. Horn's claims that any appreciable loss was incurred due to any change in plans and specifications.

Item 1: He claims that ~~increased~~ decreased excavation and ~~de~~ in creased borrow caused him a loss; whereas, Mr. Clymer's cost analysis shows that he made twice as much on the borrow as on the excavation.

Item 2: Reports show that there was no relocation of considerable yardage of dirt due to any change in the plans.

Item 3: Reports show that retaining wall yardage is practically the same as called for in the plans.

Item 4: The engineers dispute that there was any unanticipated reopening of the borrow pit, since grade changes were made before the contractor started work. He was, however, prevented from raising the grade until he was ready to pave, which was a necessary precaution in view of the lateness of the season and the heavy traffic using the road.

I do not recall a contractor ever presenting a claim on as little grounds as the present claim. I presume, however, it will be necessary for you to arrange for a conference with Mr. Horn and the various engineers involved so that you can explain the reason for denying the claim.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc. 3

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FORM E-30 25M 5-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 24 1944
OFFICE OF

Portland 2, Oregon
October 23, 1944

SUBJECT: Horn Complaint, Contract #2627

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I offer the following in reply to Henry L. Horn's letter of October 4, 1944, addressed to the Oregon State Highway Commission, on the subject of claims in connection with his Denver Avenue Junction project, Contract #2627.

PENINSULA GOLF COURSE

Contract #2627 was awarded to Henry L. Horn on April 14, 1943. The right of way across the Peninsula Golf Course had not at that time been secured, and the point of condemnation was being considered by our Legal Department. However, on April 16, a permit of entry was granted the Highway Commission, permitting our contractor to enter upon the premises and carry on construction operations. Mr. Horn did not avail himself of this privilege until April 28, at which time he started clearing. On May 5 sewer work on the Golf Course property was commenced, and on May 7, fill material was delivered to the job from the borrow pit. On May 27, the first timbers for detour bridges were delivered. In the meantime, Horn was proceeding with certain items of construction on the Golf Course property not covered by contract, but covered by orders for extra work no. 1 and no. 2. In this way the crew was kept busy while waiting for lumber. It is true that due to negotiations with the golf course people, which were being carried on by our Legal Department, that some confusion existed as to who was to do what, but whatever changes were ordered were paid for as extra work, and this in no way affected the element of time in completing the contract.

Under the terms of the contract as outlined on pages 9 and 56 of the Special Provisions, the contractor's attention was drawn to the fact that it was anticipated by our Department that the work of remodeling around the Clubhouse would be done by others, and that the general contractor must coordinate his work accordingly. Further, the provision provided that failure to have the work adjacent to the Clubhouse performed by a certain date would in no way entitle the contractor to additional compensation.

GAULT PROPERTY

The delay in making available to the contractor the Gault property was more a mental hazard than a delay in procedure of work. On May 12, Mr. Horn's superintendent advised Resident Engineer Porter that he was ready to proceed with sewer work on the Gault property. At that time, the property had not been secured, and it was not until May 27 that the go ahead order was given. However, the contract called for placing of 5700 feet of sewer; while but 400 feet were within the limits of the Gault property. The estimate of June 15 shows 2400 lineal feet of all sizes of sewer pipe in place. Therefore, it is my contention that no monetary loss was suffered by Mr. Horn due to the 15-day delay from May 12 to May 27.

FORCE ACCOUNT WORK

Mr. Horn states that cost plus work was 8% of the total contract price. This is in error, as force account items totaled $6,329.00, against a total contract figure of $341,578.00, or 1.85%. In passing, I wish to say, in support of fair dealing with Mr. Horn, that six extra work orders were issued, and nineteen price agreements.

I agree with Mr. Horn that under present day conditions, percentage of profit allowed on extra work is insufficient, but that point is thoroughly covered by the general contract.

SWIFT BRANCH GRADE CHANGE

The change in grade on the Swift-Vancouver branch was made in Salem, at the request of the Army Engineers, on April 20, eight days before Horn started work. The grades as then established were final, and the stakes set accordingly and never changed. This change did affect the final quantities of general excavation and borrow. The general excavation was reduced 25% and the borrow excavation increased 7 1/2%. This, however, worked to Mr. Horn's advantage, as Mr. Clymer's analysis of the contract shows a profit of 4¢ a cubic yard on General Excavation and 8¢ a cubic yard on Borrow Excavation.

The above change of grade eliminated one retaining wall. This was offset, however, by the construction of another wall made necessary due to right of way settlement. This produced a net change in Class A Concrete quantities of two cubic yards. The wall constructed was of simpler design than the one eliminated. The change should have worked to Mr. Horn's advantage.

The grade change added 240 feet in distance west on Swift Boulevard, and as it was necessary to build this under traffic, it is conceivable that some extra cost was encountered.

RE-OPENING OF BORROW PIT

Horn's statement that he was compelled to re-open the borrow pit due

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to engineering whims is false. The schedule of operations as given on page 58 of the Special Provisions was followed as nearly as possible. No grade changes, other than the one above mentioned, were made throughout the life of the contract. Grade stakes were always available, as the field party, headed by D. J. Barbee, spent their entire time on the job.

SALVAGING OF GUARD FENCE

Horn's statement that more wire guard fence was salvaged than was re-built is true. This contingency, however, was covered by the Special Provisions given on page 21, which read as follows: "All old guard rail material not actually used in re-building sections of guard rail shall be disposed of as ordered by the engineer". Under Measurement and Payment the following provision appears: "The pay length of the above item will be determined by end to end measurement of the section of woven wire guard fence actually re-built in new locations as specified". The amount of fence actually removed and not re-built was seventy lineal feet.

STRUCTURE #4

Explanation regarding construction of Structure No. 4 is covered by Resident Bridge Engineer J. T. Skelton's report, here attached.

The dike under Structure No. 4 was constructed at the time the dike wall was built, so as to have high water protection when the old dike was removed. At this time it was uncertain if structure no. 4 would be constructed as it had not then been cleared through the War Production Board.

The footings for Structure No. 4 were dug after the dike was built, and the contractor paid for structural excavation from the top of the dike, as though it were original ground. This method was more expensive to the State, but allowed better compaction and was less expensive to the contractor than if he had attempted to build the dike by hand methods after the structure was in place.

PRIORITIES

It is entirely possible that AA-5 priority rating was insufficient to guarantee prompt delivery of all construction materials. The obligation of the Highway Department as set forth on pages 62 and 63 of the Special Provisions, was to render such service in assisting the contractor to obtain material and supplies as it may do lawfully and in accordance with rules and regulations sent out by the Federal Government. It is my belief that this was done.

WORKMAN'S COMPENSATION

To be answered by the Construction Engineer.

INDECISIVE ACTION

Mr. Horn's claim of indecisive action by the engineer is understandable. The facts are that he was in a mental haze throughout the job. After some weeks of delay in starting the construction of the detour bridges, I attempted to determine the cause, and it was then the fact was brought out that he had ordered his lumber through a Boise, Idaho broker, who, in turn, had ordered the material from a mill in Camas Valley, Oregon, that he been defunct for several months. It was then, through my efforts, that the first lumber was obtained from a mill at Sandy. Horn, being unfamiliar with the Portland area, had no local contacts. Knowing this, I endeavored to assist him whenever possible in securing both supplies and labor. I was under the impression that our relations were congenial, and am surprised at his accusation of non-cooperation. It is true that during the early part of the contract, prior to clearing up of all right of way matters, some confusion existed, but this was more a source of worry than actual handicap in carrying on the work.

All extra work was covered promptly before the work was undertaken, either by extra work orders or price agreements. The fact that twenty-five extra orders and price agreements were issued, supports this point. In conclusion, will say that, aside from a small claim due to additional work on Swift branch under traffic, I feel compelled to reject all other claims on construction items.

Attached are copies of reports prepared by Resident Construction Engineer Porter and Resident Bridge Engineer Skelton.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:IH

Original and two carbon copies
Enclosures (2 reports)

0-19

COP

FORM 2-20 25M 5-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
October 19, 1944

SUBJECT: Horn Complaint - Contract #2627

To: Mr. F. T. Young
Acting Division Engineer
State Highway Department
P. O. Box 4644
Portland 2, Oregon

Dear Sir:

As requested, herewith is my answer to Mr. Henry L. Horn's letter of October 4, 1944, which was addressed to the Oregon Highway Commission, and in which he makes claim for $9, 801.04 additional compensation on his Contract #2627.

Mr. Horn has indicated that he was damaged because there was a delay in securing right of way from the Peninsula Public Golf Course and from the Dewey Gault Boatyard:

> On April 16, 1943, the Highway Commission was granted a permit of entry from the Golf Course people, permitting our contractor to enter upon their premises and carry on construction operations. This is on file with our Legal Department at Salem. It was not until April 28, 1943 that Mr. Horn commenced work on this project. Mr. Horn seems to believe that he is responsible for the acquisition of the Golf Course right of way by performing certain construction under Extra Work Orders No. 1 and No. 2. At the start of the job we asked Mr. Horn for prices on this golf course reconstruction so that it might be handled by Price Agreement. This he refused to do, due to several apparent and anticipated uncertainties, but he seemed quite willing to perform this work on a Force Account basis. I am sure Mr. Horn accepted this work on his own free will and without any undue persuasion on our part. He states that he received insufficient compensation for this construction, but this is beyond our control, as he knew what his percentage would be before accepting it. It is very true that the Golf Course people changed their minds on several matters a number of times, and that their Clubhouse fire added confusion to the work. However, by performing this work with his own crew, Mr. Horn was relieved of any responsibility of having to cooperate with another contractor (see Special Provisions, page 56), who would have had to be engaged to perform this construction. Mr. Horn was also able to keep members of his force working on this item when weather conditions made grading operations unfavorable. Mr. Horn also intimates that the reconstruction on the golf course caused delay and expense in carrying on his roadbed construction. This phase of the work is clearly covered by the Special Provisions, pages 9 and 56. I feel that the contractor's claims for damages due to any insufficiency of right of way on the golf course tract is wholly unwarranted.

As for the Dewey Gault property, a somewhat different condition existed. On May 12, 1943, Horn's superintendent intimated to me that they were ready to commence sewer work in that area and that they were being delayed by not having free access to the same. On May 27, 1943, Mr. Gault had the area sufficiently cleared of boats and timbers to allow sewer construction to proceed. The amount of damage that our contractor suffered from this delay is hard to arrive at. I believe that it might have amounted more to an inconvenience than a delay, as his crews were kept occupied on other parts of the contract. For example, most of his sewer crew was employed almost continuously on Force Order No. 1 during this period. Both Mr. Barbee and I are unable to think of a time when Mr. Horn's grading operations were held up by Gault's failure to vacate his premises.

It is true that the extra work orders on this contract were numerous and perhaps higher in cost than average. However, they amount to about 2% of the prime contract, rather than 8% as is stated in Mr. Horn's letter. Approximately one-half of this force account work was covered in Order No. 1, which was the reconstruction of the Golf Course facilities.

Regarding the change of grade on the Swift-Vancouver branch, the Denver-Swift branch, and on Swift Highway west of structure No. 1:

1. The General Excavation was decreased and the Borrow Excavation was increased, as Mr. Horn states. However, on Mr. Clymer's cost analysis of this project, a profit of 4¢ per cubic yard on General Excavation, and 8¢ per cubic yard on Borrow Excavation is indicated. Should this be true, it seems to me that this is contradictory to Mr. Horn's claim.

2. There was absolutely no indecision as to the final grade. The raised grade line was prepared in the Salem Office on April 20, 1943, eight days before Mr. Horn commenced work on this job. The work was staked originally to the revised grade line, and was never changed.

3. This grade change eliminated one retaining wall. In making a right of way settlement, it was necessary to increase the length of another wall so that the total concrete on this job was increased by some forty-four cubic yards. The wall which was enlarged was of simpler construction than the one which was eliminated, so Mr. Horn's claim of losing considerable low-cost concrete yardage does not seem justifiable.

4. As far as re-opening the borrow pit to place fill along the Swift Road is concerned, some borrow material would have been required in this area on the original grade line, although the amount was increased three or four times by the revised plan. Due to the lateness of the season, we did not permit the contractor to make this fill, over which traffic had to

be carried until such time as he was prepared to surface and pave it. During shift changes at the shipyards, this branch carried a heavy flow of traffic. It is inconceivable to me that any contractor could grade a job of this kind in one or even two continuous operations from the borrow pit. Mr. Horn was required to follow the construction schedule which was set up on page 58 of the Special Provisions.

Mr. Horn states that he was required to close and re-open the borrow pit to satisfy engineering whims. The "engineering whims" amounted to several pot holes and low spots which would not drain, in the graded areas of which he speaks. The grades were never changed, to my knowledge, after they were originally staked. Mr. Horn's crew working in these areas made little attempt to preserve grade stakes and our field party was required to set finish grades on both of these areas at least three times. No additional fill was ordered on either area after it had been properly completed.

Mr. Horn complains that he was required to remove 150 linear feet of guard rail which was not re-installed, and, therefore, lost all compensation on this amount. This statement is true, but I believe the condition is covered by the Special Provisions, page 21. Early during the job, I told Horn's superintendent that it would be all right to use this excess guard rail at the golf course entrance, in lieu of the new wooden rail as shown on the plans. I was told that the Salvaging and Rebuilding of this guard rail was a losing item with them, and they did not care to do it.

Mr. J. T. Skelton is answering the portion of Mr. Horn's letter dealing with Structure No. 4. The dike under structure No. 4 was ordered constructed at the time the dike wall was built, so as to have high water protection when the old dike was removed. I am at a loss to know how Mr. Horn could have constructed this dike after building structure no. 4, except by the use of hand methods. Mr. Horn's statement that the dike was almost completely torn apart in making footing excavations for this structure, is quite exaggerated.

I believe the matter of whether or not the project had sufficient priority rating could best be answered by Mr. Clymer.

The matter of Mr. Horn's increased cost of insurance under the State Industrial Accident Commission as above that of a private Company is not for me to answer.

I am unable to answer Mr. Horn's statement that indecisive actions by ourselves incurred extra cost to him. The fact that he makes such a statement about you is absurd. It was never my intention to nag or attempt to be harsh with him in any way. He was asked to do nothing except that which would have been required of any contractor. We found Mr. Horn very unreceptive to any suggestions or hints on how to prosecute his work. For example, we suggested to him, on one occasion, that it was not necessary to double form his curbs where the backing material was stable. However he preferred to use his own method of double forms with wire ties. His methods in this regard produced excellent results, but his form costs were exorbitant. On one or two occasions we mentioned to him that we knew of form setters and concrete finishers who were not working, but he seemed to prefer to use bridge carpenters for this work. It is my opinion that his lack of capable form setters increased his curb costs from 25 to 30%.

I am a little surprised at Mr. Horn's submission of this claim at such a late date. You may remember that he was asked at the time of completing his work, March 23, 1944, if he had any claim for damage or extra work for which he felt he was not properly compensated. He assured me at that time that he had no claim to make and that everything was in order.

Very truly yours,

R. L. Porter (signed)

R. L. Porter
Resident Engineer

RLP:IH

0-23

COPY

FORM E-90 20M 6-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 4044, Portland, 8, Ore.
October 17, 1944.

SUBJECT: Denver-Union Structures, Contr. 2627
Excerpts from Henry L. Horn letter.

To:

Mr. F. T. Young
Division Engineer,
Portland, Oregon.

Dear Sir:

Mr. Henry L. Horn states: "The reinstatement of Structure No. 4 as a part of the contract at the late date of August 19, 1943, placed a burden of expense on me that could and would have been avoided had I been permitted to schedule it ninety days earlier."

Some truth of course exists in Mr. Horn's above statement. Page No. 66 of the 'Special Provisions' state:

Right Reserved to Eliminate Work:

"It is agreed and understood that the State Highway Commission reserved the right to eliminate from the work called for by the special provisions, specifications and plans for the project such work as is involved in the construction of Overcrossing Structure No. 4, in the construction of the Vancouver-Swift branch road, and in the construction of other items which are correlated to said Overcrossing Structure No. 4 and to said Vancouver-Swift branch road."

Permission was not granted the O.S.H.C. to build Structure No. 4 by Gov't Agencies, I understand, prior to Mr. G. S. Paxson's notification to the contractor on or about August 19, 1943.

Structure No. 4 was inherently a more expensive type of structure to build than the other concrete structures under contract 2627. In my opinion 90% or more of the excess cost for this structure over the others was due to this reason alone and could be charged to no other cause. An examination of my cost analysis will bear this out. In example,

Structure No. I, 25.28 sq.ft. form area per cu. yd. of concfete in place.
Structure No. II, 27.56 " " " " " " " " " " "
Structure No. IV, 41.86 " " " " " " " " " " "

The above would reflect greater form lumber, plywood, labor costs & etc. per cu. yd. of concrete than the other structures. Even relative form area in itself is not a full criturion of extra costs on Structure No. 4. Extensive and cut up beam form, handrail beam forms, expansion joints, greater relative area & length to yardage, curvature including a spiral easement curve which voided re-use of forms without extensive re-manufacture & etc. added to this picture of extra cost. These circumstances also added to additional costs in pouring concrete due to smaller individual pours and to additional costs for all other parts of the work.

I can concede that elimination of Structure No. 4 would have been in the contractor's interest. I am quite sure, however, that this opinion was not shared by Mr. Horn, at least until well after work was started on this structure.

Mr. Horn further states:
(1) "In the first place, as demanded by the engineer, (presumably Mr. R. L. Porter - non quote) the dike was constructed but was later almost completely torn apart for excavation of footings and piers for Structure No. 4."

I presume that Mr. Horn was instructed to place this dike due to lack of assurance that Structure No. 4 would be built. Had Mr. Horn been prevented from placing this dike in the bridge area, a considerable saving in excavation costs would have been made by the State. It would seem to me that had the dike placement been prevented his costs would have been increased for the following reasons: (1) the loss of excavation quantities paid for under 'Structural Excavation' (2) the elimination of mechanical placement and compaction due to the obstructions imposed by Structure No. 4.

(2) "Second, the order to proceed with construction of the bridge came after the lumber situation became very tight. Earlier scheduling would have enabled me to procure the necessary lumber at much less cost and of better quality."

I do not recall any period from the Fall of 1942 to date that lumber was easy to secure or could be secured without considerable delay. At least that has been my experience on all contracts with which I have been associated including Mr. Horn's. I recall that during the construction of Structure No. 4, Mr. Horn secured lumber in small lots from several different concerns, apparently where ever and when ever his demands could be met. I do not recall that he suffered as much delay in this phase of his construction as during his initial construction endeavors. His prices on this lumber were probably higher than average.

It is my understanding that Mr. Horn has also stated that the O.S.H.C. did not give him a suitable priority to readily secure needed materials. In the event the priority was less than the AA-5, as stated on page 62 'Special Provisions', possibly this is a claim. Control of priorities possessed by the Army, Navy and certain war industries would have helped procurement.

Mr. Horn's initial endeavors to secure materials serve as a greater indictment upon himself than upon anyone else. His lumber broker initially placed the order for his lumber with a small mill in Camas Valley, Oregon. After weeks of delay, a personal investigation on Mr. Horn's part disclosed that the mill had changed ownership, had never endeavored to cut his order and further was incapable of cutting materials of the size and length needed by himself. In the matter of delay on plywood, I am informed by Mr. Clymer's Office that a point of supply was found for Mr. Horn but that he failed to avail himself of this source until too late.

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(3) "Third, but by no means least in importance, with respect to cost, was the necessity of carrying on the erection of this structure, the most difficult on the project, in the abominable weather of a Portland Winter."

As a native of Western Oregon, I resent this word abominable. Pouring concrete was delayed one day due to cold weather, such as could be expected in Idaho. Delay also resulted on about two other days while ice was melted out of shear block pockets in the concrete beams. On all other occasions the contractor was permitted to pour concrete even though on occasion against my better judgement. No detrimental results were observed due to such pours which were permitted primarily to avoid holding up the contractor's operations.

(4) "A fourth factor, also important, was the increasing difficulty of obtaining labor as the job progressed. Could this structure have been started in early summer a larger crew of men could and would have been obtained and used and an earlier completion effected."

It is not my opinion that labor is more plentiful in the summer season than in other periods of the year. Mr. Horn, during the progress of the job, informed me that he had from the inception of the job a continuous order on file for more men. That had these men been supplied, he would have organized additional crews on structural work instead of splitting his one crew for the several different parts of the work. It is my understanding that this was one of the reasons he set up for contract extensions. His efficiency was curtailed due to lack of men at all times. Had men been available his efficiency would have been increased by laying off his poorer workmen as well as by increasing the size of his crews. Due to the man power shortage he was unable to do this from the inception of his job.

(5) "Fifth, the additional time required to complete the job by reason of the late release of Structure No. 4 cost me at least four months' overhead which the contract should have not been compelled to bear."

In my opinion this is an overstatement. Some additional time possibly was required due to the late release. My opinion of the additional time required for completion would not exceed thirty days over what would have been required had Mr. Horn been assured the construction of Structure No. 4 at the date of the inception of his contract.

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Of 'Extra Work' attached to the structures, the only items that might have caused delay were the price agreements for piling on Structures No. 2 and No. 4. This quite probably on Structure No. 4 caused about three to four weeks delay.

Yours very truly,

J.T. Skelton

J.T. Skelton, Res. Br. Engr.

c.c. Mr. G. S. Paxson.
Mr. R. L. Porter
Mr. M. Stephenson.
Extra Copy

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RECEIVED
OCT 23 1944
FOR FILING

130-B-1

Contract 2627

COPY

October 20, 1944

Members of the
Oregon State Highway Commission

Gentlemen:

Herewith copy of letter written by Henry L. Horn, General Contractor, Caldwell, Idaho, in which he files a claim for extra compensation on his contract No. 2627 for building the Denver-Union traffic interchange.

As soon as possible I will make a report to you as to the merit of this claim and my recommendation in relation thereto. I will discuss the matter fully with Mr. J. M. Devers, Chief Counsel, before making my recommendation to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:KI
cc Mr. J. M. Devers
Mr. H. B. Glaisyer

HENRY L. HORN
General Contractor

CALDWELL, IDAHO

COPY

October 4, 1944

Denver-Union Traffic Interchange Project - Contract 2627

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Under date of September 7, 1944, I received a letter over the signature of R. H. Baldock requesting execution of final voucher on the subject contract or word concerning any questioning of the voucher.

Insofar as specific contract items are concerned, the voucher appears to be in order. There are, however, other items of cost to me not covered by this or any previous voucher. The additional costs were not apparent in either the specifications or the contract as executed and were beyond the scope of ordinary contingencies which, in a contract of this type, are covered by the unit bid prices. Under these circumstances I feel that I have a legitimate and just claim for reimbursement for the items set forth below.

In presenting the following in support of my claim for reimbursement of excess and unanticipated costs incurred in fulfilling my part of the above mentioned contract, I recognize the position of the Commission and the pressure put upon it by the United State Maritime Commission and the Kaiser Companies to expedite the construction of the project to permit freer flow of traffic to and from the shipyards. However, the true conditions and the underlying forces at work were not made known to me at the time of signing the contract. I was lead to believe that all was in readiness when ordered to proceed with the work.

Almost at once, after getting on the ground with men and equipment, I found that to proceed in a logical manner was impossible because all rights-of-way had not been obtained. It was necessary, therefore, to do what I could on property open to me and work around that which was not. Such was the case with the Gault property, but more particularly so at the Golf Course. The lack of sufficient right-of-way at the Golf Course necessitated a break in the operation of constructing the Denver-Union fill. Any disruption of an operation involving the use of as much equipment as was used here can do nothing else but incur costs which cannot be recovered on unit price work.

That the right-of-way was finally acquired was through my efforts in performing certain work on the Golf Course for which I received entirely inadequate compensation under the niggardly "Cost-Plus" policy of the Commission. Furthermore, the stop-and-go, vacillating policy of the Commission's engineers with respect to the work to be done here and elsewhere ran up labor expense and overhead far beyond that allowed under the Extra Work Orders for the visible work done. For nearly a month the policy here was: "Do this"; "No. Stop. Don't do that but do this"; "No. We've decided to do it the first way"; "No. Stop. We're going to do it in an entirely different way"; etc. ad nauseuem. Such indecision occurred in the disposition of the old cesspool, the construction of the septic tank, as well as on other work done on the Course and elsewhere. And then the Club House burned and the property was sold for a housing site.

The amount of "Cost-Plus" work under this contract was extraordinarily high in percentage of the prime contract; about eight percent, and all of it done at an appreciable loss to me. The "Plus" percentage (a figure established in earlier years under then existing conditions) is, and has been since 1940, entirely inadequate to cover even administrative costs, let alone provide the contractor with any remuneration for his know-how, ability, organization and services.

In the case of the Gault property, first, clearing operations and then grading had to be suspended pending legal settlement of matters pertaining to acquisition of the right-of-way, thus causing more expensive see-sawing of men and equipment from one place to another.

The change ~~in~~ grade of the Denver-Swift and Swift-Vancouver lanes west of Structure No. 1 with the resulting elimination of the concrete retaining wall had several adverse effects on my plans for carrying on the job as conceived on the basis of the original contract. The various items resulting from this change which deprived me of financial gain, properly anticipated, or which caused me additional expense are:

1. Decreased excavation, a profitable item, and increased borrow, an unprofitable item at best.

2. Relocation of a considerable yardage of dirt in this area due to indecision as to final grade.

3. Elimination of considerable low-cost concrete yardage which increased my overall average cost for concrete.

4. Another re-opening of the borrow pit to place fill along the south side of Swift Road between the Kernan building and the western project limit.

5. Elevation of grade on Swift Road under traffic. Such an operation is always hazardous and while, in this case, no accident or damage to the public resulted, I was compelled to assume a risk not existent in the work which I contracted to do. Furthermore, because of necessary precautions and traffic interference, costs were double those of unobstructed operations.

The frequent closing and re-opening of the borrow pit due to engineering whims made the bad matter of borrow a worse one. Several instances of such unanticipated action may be cited. Items 1 and 4 of the preceding paragraph give two examples. Another case involves the placing, leveling and compacting of two additional lifts of fill in the area bounded by Denver Avenue and Denver-Vancouver south of the Denver-Union fill. Each of these was ordered after the preceding fill had been completed according to established grades. A similar situation developed in the circular area east of Structure No. 1 which is encompassed by the Swift-Vancouver lane. Here, again, additional fill was ordered after the work had been completed according to established grades.

The reinstatement of Structure No. 4 as a part of the contract at the late date of August 19, 1943, placed a burden of expense on me that could and would have been avoided had I been permitted to schedule it ninety days earlier. In the first place, as demanded by the engineer, the dike was constructed but was later almost completely torn apart for the excavation of footings and piers for Structure No. 4. Second, the order to proceed with construction of the bridge came after the lumber situation became very tight. Earlier scheduling would have enabled me to procure the necessary lumber at much less cost and of better quality. Third, but by no means least in importance, with respect to cost, was the necessity of carrying on the erection of this structure, the most difficult on the project, in the abominable weather of a Portland winter. A fourth factor, also important, was the increasing difficulty of obtaining labor as the job progressed. Could this structure have been started in early summer a larger crew of men could and would have been obtained and used and an earlier completion effected. Fifth, the additional time required to complete the job by reason of the late release of Structure No. 4 cost me at least four months' overhead which the contract should not have been compelled to bear.

Specifications and Bid Item No. 22 provided for salvaging and rebuilding wire guard rail, but failed to provide any payment for salvaging guard rail not rebuilt. Of the latter there were about 150 lineal feet. In addition to removing it without any compensation, I had to move the salvaged material from place to place, as it got in the way of other operations, pending the time when the engineers finally made up their minds it would not be re-erected.

The Highway Commission and its representatives were responsible in other ways for costs which I should not be required to absorb, viz.:

1. The priority assigned was inadequate to obtain materials, particularly lumber, when needed. When I was able to obtain such materials they were only such crumbs as dropped from the table of higher priorities and, except where specified in the contract, I had to accept poor grades or none at all. Where quality was specified I was compelled to accept up-grading and pay the higher prices in order to get material to complete the job.

2. Though not under legal obligations to do so, I acceded to the insistence of the Chief Engineer of the Commission that I take Workmen's Compensation coverage for the latter portion of the job from the Oregon State Industrial Accident Commission at a cost of $2,391.04 in excess of what my private company protection would have cost.

3. The indecisive actions and petty nagging of the Acting Division Engineer, which were reflected by the Resident and Inspectors, were not only a cost factor in themselves, but, in addition, stirred up dissentions among my personnel which in two instances resulted in good men leaving the job.

It being virtually impossible to present detailed, itemized statements of all of the foregoing items of excess cost, I have estimated conservatively that the total amounts to $9,891.04, of which $2,391.04 represents the actual additional cost of item 2 of the preceding paragraph as per statement attached.

Yours very truly,

(signed) Henry L. Horn

Henry L. Horn
General Contractor
Caldwell, Idaho

Oregon State Highway Commission, Contract 2627

Additional cost to contractor of Workmen's Compensation coverage by Oregon State Industrial Compensation Commission for the period October 4, 1943, to April 1, 1944, over that of coverage by private company:

Month	Total Payroll	Employer's Contribution O.S.I.A.C.
Oct. 1943	$ 11,492.56	$ 963.69
Nov. "	11,735.45	1,011.00
Dec. "	9,945.08	932.76
Jan. 1944	11,901.54	1,136.73
Feb. "	6,628.97	571.63
Mar. "	4,486.22	139.63
Adjustment	-	455.09
	$ 56,189.82	$ 5,200.53

Coverage by private company:

5% of gross payroll, $56,189.82 — 2,809.49

Excess cost - $ 2,391.04

(signed) H. L. H.

0-33

TELEPHONE 920

HENRY L. HORN
General Contractor
CALDWELL, IDAHO

RECEIVED
OCT 6 - 1944
OREGON
STATE HIGHWAY COMMISSION

October 4, 1944

Denver-Union Traffic Interchange Project - Contract 2627

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Under date of September 7, 1944, I received a letter over the signature of R. H. Baldock requesting execution of final voucher on the subject contract or word concerning any questioning of the voucher.

Insofar as specific contract items are concerned, the voucher appears to be in order. There are, however, other items of cost to me not covered by this or any previous voucher. The additional costs were not apparent in either the specifications or the contract as executed and were beyond the scope of ordinary contingencies which, in a contract of this type, are covered by the unit bid prices. Under these circumstances I feel that I have a legitimate and just claim for reimbursement for the items set forth below.

In presenting the following in support of my claim for reimbursement of excess and unanticipated costs incurred in fulfilling my part of the above mentioned contract, I recognize the position of the Commission and the pressure put upon it by the United States Maritime Commission and the Kaiser Companies to expedite the construction of the project to permit freer flow of traffic to and from the shipyards. However, the true conditions and the underlying forces at work were not made known to me at the time of signing the contract. I was lead to believe that all was in readiness when ordered to proceed with the work.

Almost at once, after getting on the ground with men and equipment, I found that to proceed in a logical manner was impossible because all rights-of-way had not been obtained. It was necessary, therefore, to do what I could on property open to me and work around that which was not. Such was the case with the Gault property, but more particularly so at the Golf Course. The lack of sufficient right-of-way at the Golf Course necessitated a break in the operation of constructing

0-34

the Denver-Union fill. Any disruption of an operation involving the use of as much equipment as was used here can do nothing else but incur costs which cannot be recovered on unit price work.

That the right-of-way was finally acquired was through my efforts in performing certain work on the Golf Course for which I received entirely inadequate compensation under the niggardly "Cost-Plus" policy of the Commission. Furthermore, the stop-and-go, vacillating policy of the Commission's engineers with respect to the work to be done here and elsewhere ran up labor expense and overhead far beyond that allowed under the Extra Work Orders for the visible work done. For nearly a month the policy here was: "Do this"; "No. Stop. Don't do that but do this"; "No. We've decided to do it the first way"; "No. Stop. We're going to do it in an entirely different way"; etc. ad nauseuem. Such indecision occurred in the disposition of the old cesspool, the construction of the septic tank, as well as on other work done on the Course and elsewhere. And then the Club House burned and the property was sold for a housing site.

The amount of "Cost-Plus" work under this contract was extraordinarily high in percentage of the prime contract; about eight percent, and all of it done at an appreciable loss to me. The "Plus" percentage (a figure established in earlier years under then existing conditions) is, and has been since 1940, entirely inadequate to cover even administrative costs, let alone provide the contractor with any remuneration for his know-how, ability, organization and services.

In the case of the Gault property, first, clearing operations and then grading had to be suspended pending legal settlement of matters pertaining to acquisition of the right-of-way, thus causing more expensive see-sawing of men and equipment from one place to another.

The change in grade of the Denver-Swift and Swift-Vancouver lanes west of Structure No. 1 with the resulting elimination of the concrete retaining wall had several adverse effects on my plans for carrying on the job as conceived on the basis of the original contract. The various items resulting from this change which deprived me of financial gain, properly anticipated, or which caused me additional expense are:

1. Decreased excavation, a profitable item, and increased borrow, an unprofitable item at best.

2. Relocation of a considerable yardage of dirt in this area due to indecision as to final grade.

0-35

3. Elimination of considerable low-cost concrete yardage which increased my overall average cost for concrete.

4. Another re-opening of the borrow pit to place fill along the south side of Swift Road between the Kernan building and the western project limit.

5. Elevation of grade on Swift Road under traffic. Such an operation is always hazardous and while, in this case, no accident or damage to the public resulted, I was compelled to assume a risk not existent in the work which I contracted to do. Furthermore, because of necessary precautions and traffic interference, costs were double those of unobstructed operations.

The frequent closing and re-opening of the borrow pit due to engineering whims made the bad matter of borrow a worse one. Several instances of such unanticipated action may be cited. Items 1 and 4 of the preceding paragraph give two examples. Another case involves the placing, leveling and compacting of two additional lifts of fill in the area bounded by Denver Avenue and Denver-Vancouver south of the Denver-Union fill. Each of these was ordered after the preceding fill had been completed according to established grades. A similar situation developed in the circular area east of Structure No. 1 which is encompassed by the Swift-Vancouver lane. Here, again, additional fill was ordered after the work had been completed according to established grades.

The reinstatement of Structure No. 4 as a part of the contract at the late date of August 19, 1943, placed a burden of expense on me that could and would have been avoided had I been permitted to schedule it ninety days earlier. In the first place, as demanded by the engineer, the dike was constructed but was later almost completely torn apart for the excavation of footings and piers for Structure No. 4. Second, the order to proceed with construction of the bridge came after the lumber situation became very tight. Earlier scheduling would have enabled me to procure the necessary lumber at much less cost and of better quality. Third, but by no means least in importance, with respect to cost, was the necessity of carrying on the erection of this structure, the most difficult on the project, in the abominable weather of a Portland winter. A fourth factor, also important, was the increasing difficulty of obtaining labor as the job progressed. Could this structure have been started in early summer a larger crew of men could and would

0-36

have been obtained and used and an earlier completion effected. Fifth, the additional time required to complete the job by reason of the late release of Structure No. 4 cost me at least four months' overhead which the contract should not have been compelled to bear.

Specifications and Bid Item No. 22 provided for salvaging and rebuilding wire guard rail, but failed to provide any payment for salvaging guard rail not rebuilt. Of the latter there were about 150 lineal feet. In addition to removing it without any compensation, I had to move the salvaged material from place to place, as it got in the way of other operations, pending the time when the engineers finally made up their minds it would not be re-erected.

The Highway Commission and its representatives were responsible in other ways for costs which I should not be required to absorb, viz.:

1. The priority assigned was inadequate to obtain materials, particularly lumber, when needed. When I was able to obtain such materials they were only such crumbs as dropped from the table of higher priorities and, except where specified in the contract, I had to accept poor grades or none at all. Where quality was specified I was compelled to accept up-grading and pay the higher prices in order to get material to complete the job.

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It being virtually impossible to present detailed, itemized statements of all of the foregoing items of excess cost, I have estimated conservatively that the total amounts to $9,891.04, of which $2,391.04 represents the actual additional cost of item 2 of the preceding paragraph as per statement attached.

Yours very truly,

Henry L. Horn

Henry L. Horn

Henry L. Horn
General Contractor
Caldwell, Idaho

Oregon State Highway Commission, Contract 2627

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Jan. 1944		11,901.54	1,136.73
Feb. "		6,628.97	571.63
Mar. "		4,486.22	139.63
	Adjustment	-	455.09
		$ 56,189.82	$ 5,200.53

Coverage by private company: 5% of gross payroll, $56,189.82	2,809.49
Excess cost -	$ 2,391.04

H. L. H.

0 -40

FORM E-29 25M 12-43

130-B-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1944

SUBJECT: Cost figures- Union & Denver

To:

R. H. Baldock
Office Building

NOTED
State Highway Engineer

I have obtained from Mr. Probert the cost figures on the Union & Denver interchange which are as follows:

Construction	$375,000.00
Right-of-way	65,000.00
Total	$440,000.00

I am quoting the above figures to Mr. Grant Mickle in connection with information which he has requested.

FBCrandall
F. B. Crandall
Acting Traffic Engineer

FBC/olg

D-41

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

BENEFITS ACCRUING TO TRAFFIC AS A CONSEQUENCE OF THE RECENTLY CONSTRUCTED TRAFFIC INTERCHANGE AT UNION, DENVER, & SWIFT

There are set down hereinafter certain of the benefits accruing to traffic as a result of the new interchange facility at Union, Denver, and Swift. Certain calculations have been made in an endeavor to arrive at tangible values in terms of dollars and cents. In addition to these there are included certain exhibits of general interest such as volume trends, intersectional flow, accident diagrams, etc.

The data contained hereinafter is by no means exhaustive, but confined to consideration of some of the more salient benefit items. Many of the values as computed are based, in part at least, on certain rational assumptions, however, in all instances an endeavor has been made to keep all such assumptions on the conservative side.

The specific items of benefit covered are confined to the following categories:

1. Sustained speeds
2. Time saving
3. Decreased vehicular operation due to elimination of stops
4. Accident reduction

A discussion and computation of tangible values of the above numerated items are hereinafter contained:

Sustained Speeds

Prior to construction of the present facility, this intersection was in the nature of a 4-way channelized intersection at grade, being controlled by fixed time signals, (See Exhibit A attached). The signals were operated on a 3-phase 72-second cycle. (Exhibit B attached).

At the present time traffic flows through the intersection without interruption and this condition prevails throughout the day, inclusive of peak periods. Further, it may be said that the interchange is capable of handling considerably more traffic than prevails at the present time. Spot speed checks taken during period of peak flow and on certain of the major ramps disclose that vehicles on the average maintain a speed through the interchange of thirty miles per hour. (See Exhibits C-1 and C-2 attached)

0-42

In the writer's opinion, arithmetical average speed values are not a very good index, in that they give no indication of the range of speeds. In the instance of speed checks obtained, the lowest recorded speed was 19 miles per hour, and the maximum observed was 50 miles per hour. Somewhat more tangible indices commonly used in connection with speed considerations is the 85 per cent speed and the pace.

In the instance of the speed sample obtained, the 85 per cent speed--speed at which 85 per cent of the vehicles travel at or below--was 34(±) miles per hour. This 85 per cent value has come into general acceptance as being the maximum speed consistent with basic rule operation. Conversely, it is presumed that on an average 15 per cent of the motorists will drive at speeds inconsistent with basic rule operation,in varying degrees of violation of such mode of operation.

The "pace" is an arbitrary measure and defined as the "10-mile speed range containing the greatest number of vehicles". Based on speed data obtained this value is 26 to 36 miles per hour (Exhibit C-1 and C-2). One of the objectives in consideration of traffic control facilities is to reduce insofar as possible speed differentials as between vehicles moving in a traffic stream or the convergence of two or more traffic streams. The pace gives some measure as to the magnitude of speed differentials within the traffic stream. In this case, the 26 to 36 miles per hour intercept (Exhibit C-1 and C-2) comprises 60 to 75 per cent of the vehicles. Generally speaking, compared with other observations which have been made, the per cent of vehicles included in the 10-mile pace may be said to be good.

Time Savings

Tangible values as regards time saving have been computed through comparison of existing traffic conditions, with those prevailing at the time of the fixed time signal mode of operation. Proceeding with such comparison, certain assumptions and conditions are presumed, which are as follows:

1. 24,000 vehicles per day entering the intersection.
2. Assume that the time allotment to the several movements (72 seconds total cycle under conditions of fixed time signal control) was equitable and based on prevailing traffic volumes, number of lanes available to the several movements, etc.

3. Assume that of the total 24,000 vehicles entering the intersection, 50 per cent or 12,000 of these vehicles will be required to stop before proceeding.

4. Assume that for the 12,000 vehicles required to stop, that the average length of such stop is 36 seconds.

5. Assume that with fixed time signals traffic can be handled throughout the day without the necessity of any vehicle or platoon of vehicles being held over through two or more "green" intervals (this assumption is more or less of a corollary to that of 4 above).

On the basis of the foregoing assumptions and conditions, the time saving realized as a consequence of the new facility is computed as follows:

$$\left(\frac{24,000}{2}\right) \left(\frac{36}{60}\right) = 7,200 \text{ veh.min/day}$$

In addition to the above computed time saving, there are actually additional increments of time saving which must be considered, due to the fact that actual field observations show conditions of assumptions 4 and 5 did not prevail during the period of signal control. During the time the signals were installed and operated, the volume of traffic entering the intersection could not adequately clear, even during off-peak periods. During peak flow, congestion was particularly accentuated and long queues of vehicles were built up on the approaches to the intersection.

The most critical instance of such "backing up" of traffic and the only one which will be considered hereinafter, occurred during the half-hour period between 4:45 and 5:15 P. M. During this period southbound traffic approaching the intersection from Vancouver and vicinity "pile up" back to Vancouver for a distance of from one mile to one and one-fourth miles from the intersection proper. Based on "before" and "after" test runs and observations made by traffic officers, vehicles required between 20 and 30 minutes to proceed from Vancouver to and through the intersection from Vancouver during this one-half hour peak period. From traffic count data, it is found that the volume flow on this southbound movement for the half-hour peak period amounts to approximately 1,200 vehicles.

Utilizing the more conservative value of twenty minutes, the time saving afforded this increment of traffic is computed as follows:

$$(1200) \quad (20) = 24,000 \text{ veh. min/day}$$

Recapitulating the two items, the total time loss is then,

$$\frac{7,200 + 24,000}{60} = 520 \text{ veh. hrs/day.}$$

It should be reiterated that in the matter of "piling up" of vehicles, only the one and more critical period has been considered. This condition prevailed during other periods of the day and on other of the approaches, but to lesser extent, which, were they considered, would add even more to the actual time saving realized.

Although considerable study and thought has been given to the probable worth of a vehicle hour, there is no commonly accepted value, but rather, is there a wide range of quotations. In order to convert time benefit to some tangible monetary value, assume the average worth of a vehicle hour as $1.00. The annual saving would be,

$$(520)\ (365)\ (\$1.00) = \$189,800.$$

Decreased Vehicular Operation Due to Elimination of Stops

Although it is not an appreciable item in terms of dollars and cents as is time saving, the elimination of stops afforded by the new interchange does derive an increment of saving. As some measure of this saving, computations are set down based on the following assumptions:

1. Under signalized control one-half (12,000) of those vehicles entering the intersection will be required to stop before proceeding through the intersection.
2. Average weight of a vehicle as three ton
3. Cost of ton stop, $0.00126

The annual saving due to elimination of stops is then,

$$(12,000)\ (3)\ (\$0.00126)\ (365) = \$16,556.$$

It is to be pointed out once again that the foregoing computation would tend to be on the conservative side, in that acutally the signal control installation fell far short of handling the traffic flow with the result that, and particularly during peak periods, many vehicles were required to stop several times before finally clearing the intersection.

0-45

Accident Reduction

Over a period of several years this intersection has had the worst accident experience of any intersection on the rural highway system. Through the years 1941, 1942, 1943, the number of accidents has steadily increased, which, no doubt, is accounted for by a corresponding increase in vehicular volumes, thereby increasing possible conflict and degrees of exposure. (See Exhibits D and E attached.)

The present interchange has not been open to traffic a sufficient length of time to afford a stable sample with respect to accidents and it is, therefore, impossible to know definitely what the trend will be and the extent to which the new facility has affected accident experience. Notwithstanding lack of data, it is possible to make certain reasonable assumptions and conjectures as to the extent of improvement which will be realized with the facility as now constructed.

As the basis of forecast, the accident data for the year 1941 has been used notwithstanding the fact that fixed time signals were not in operation during this period (1941). This period was selected in that it may be considered the last "normal" year of record, insofar as traffic patterns are concerned. By studying the collision diagram (Exhibit F attached) showing accident experience for the year 1941 at this intersection, it is possible to determine those types of accidents which may reasonably be expected to have been eliminated by reason of the improved facility.

Of the total 45 reported accidents occurring in 1941 (Exhibit F attached) it is noted that 40 of these accidents are cataloged as either angle collision or conflict due to turning movement. There were 3, 1, and 1 accidents attributed to rear end, side swipe, and pedestrian, respectively. The 40 accidents attributed to angle and turning movement should be eliminated with the present treatment. As to just what the experience will be with regard to rear end collisions, it is difficult to predict, however these constitute only a small per cent of the total accidents. At any rate, for the sake of this analysis it will be presumed that there will still be 3 rear end type collisions during the year under the present traffic control. With regard to the one side-swipe accident, it is conceded that the present facility will invite this type of collision in that there are several points or sections within the interchange which rely on "weaving" of vehicles. As regards the one pedestrian accident, it may be said this type of accident is one wherein many factors enter over and above that of geometric design. This type of accident usually is the result of inattention or sudden unexpected movement of the pedestrian. In theory, at least, the present interchange should operate to reduce the pedestrian accidents in that the integral ramps of the facility as a whole are designed for one-way traffic. As a consequence, the pedestrian crossing any of the several ramps must look in only one direction in making a crossing.

In the light of the above discussion and in order to keep any conclusions on the conservative side, let it be assumed that 30 of the 45 accidents as experienced in 1941 would be eliminated. Assume further a distribution of these 30 accidents, as regards severity in the ratio as experienced during the year 1941. With this latter assumption the 30 accidents cataloged as to severity would be as follows:

Fatal	1
Nonfatal	3
Property damage	26
Total	30

In converting accidents to a dollars and cents basis, much the same difficulty is encountered as in the case of unit worth of a vehicle hour. For purposes of this discussion, however, assume the following values:

Fatal	$5,000.00
Personal Injury	500.00
Property Damage	100.00

Presuming the elimination of the 30 accidents cataloged as to severity and applying the respective unit values, the total saving would then be,

(1) ($5,000) = $5,000

(3) ($500) = $1,500

(26) ($100) = $2,600

$9,100

It is pointed out again that the foregoing values, both as regards number of accidents eliminated and the unit cost of the various types of accidents, are conservative. It is further pointed out that the values obtained are based on 1941 accident experience during which year there was a total of 45 accidents. During the year 1943 there was a total of 67 accidents, and as mentioned previously, due probably to the marked increase in traffic volumes. Following the same line of reasoning as in the case of 1941, approximately 45 of the 67 accidents would be eliminated with the more or less corresponding increase in monetary benefit.

Recapitulation of Monetary Savings

Summing up the monetary savings as hereinbefore computed, the total annual benefits are as follows:

1.	Time saved (including those who had to stop for 36 seconds plus those who stopped 20 minutes) .	$189,800
2.	Decreased vehicular operation due to elimination of stops . . .	16,556
3.	Accidents	9,100
	Total Annual Benefits	$215,456

On the basis of a 30-year amortization period and a 3 per cent interest rate, the above sum, $215,456, would be sufficient to service and pay off capital investment in the amount of $4,250,000.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

March 31, 1944

The following tabulation shows comparative figures for traffic at the intersection of Union, Denver, and Swift Avenues for the years 1936-1944 inclusive. The basic figures used are those for a 24-hour traffic count taken on a week day during the month of May for each of the several years. Based on past records, traffic during the month of May has been found to be of a magnitude comparable to an average for the year.

	1936-37	1938	1939	1940	1941	1942	1943	1944**
24-Hr. Vol.*	15,452	12,871	16,444	17,766	19,605	23,910	25,193	20,890
% Change over preceding year	----	-16.7	+ 27.8	+ 8.0	+ 10.4	+ 22.0	+ 5.4	- 2.3
Index Comp. (1941=100.0)	78.8	65.7	83.9	90.6	100.0	122.0	128.5	125.2

* Total vehicles entering the intersection.

** 24 hr. Thursday in February

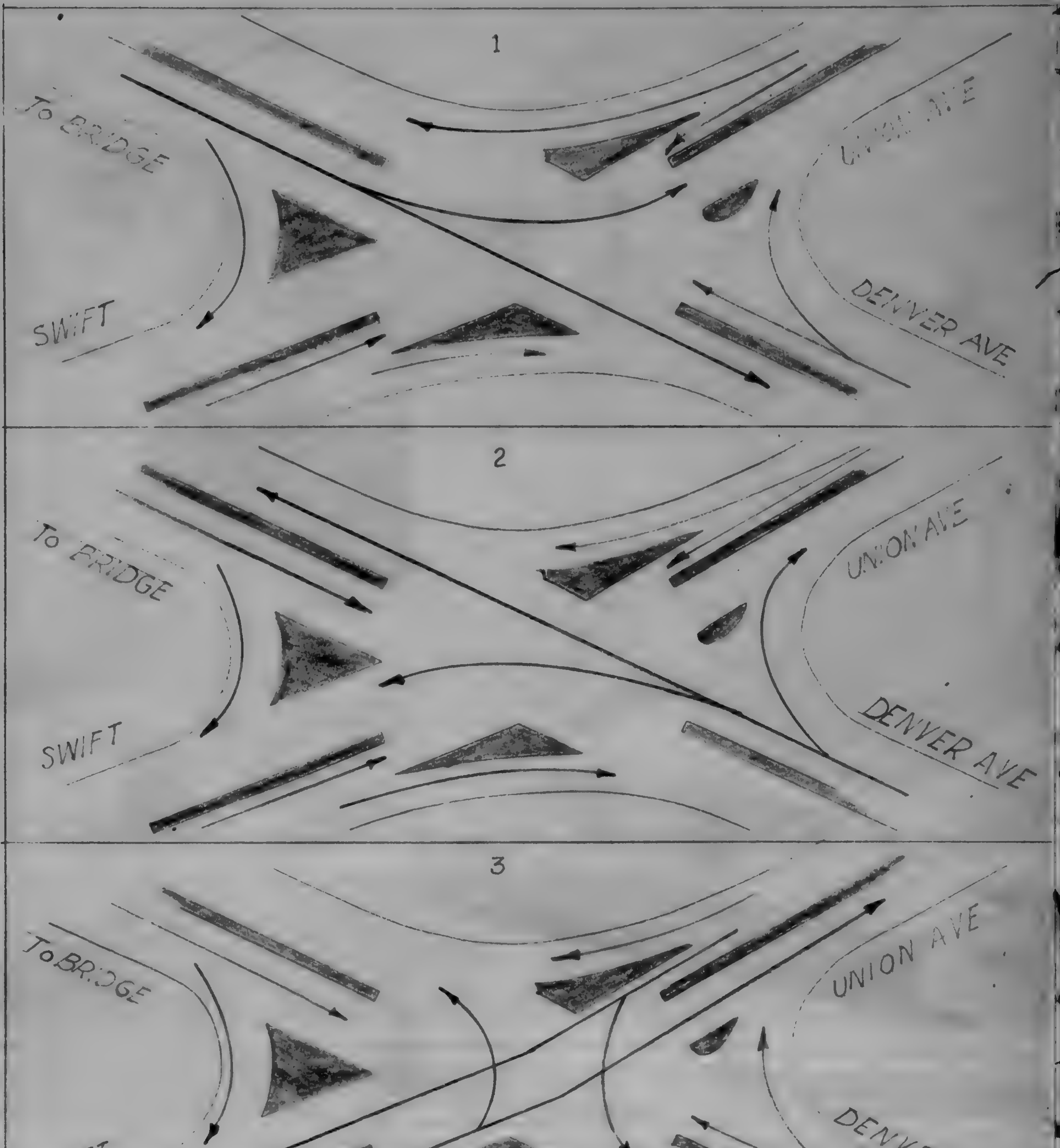
Exhibit E

Exhibit

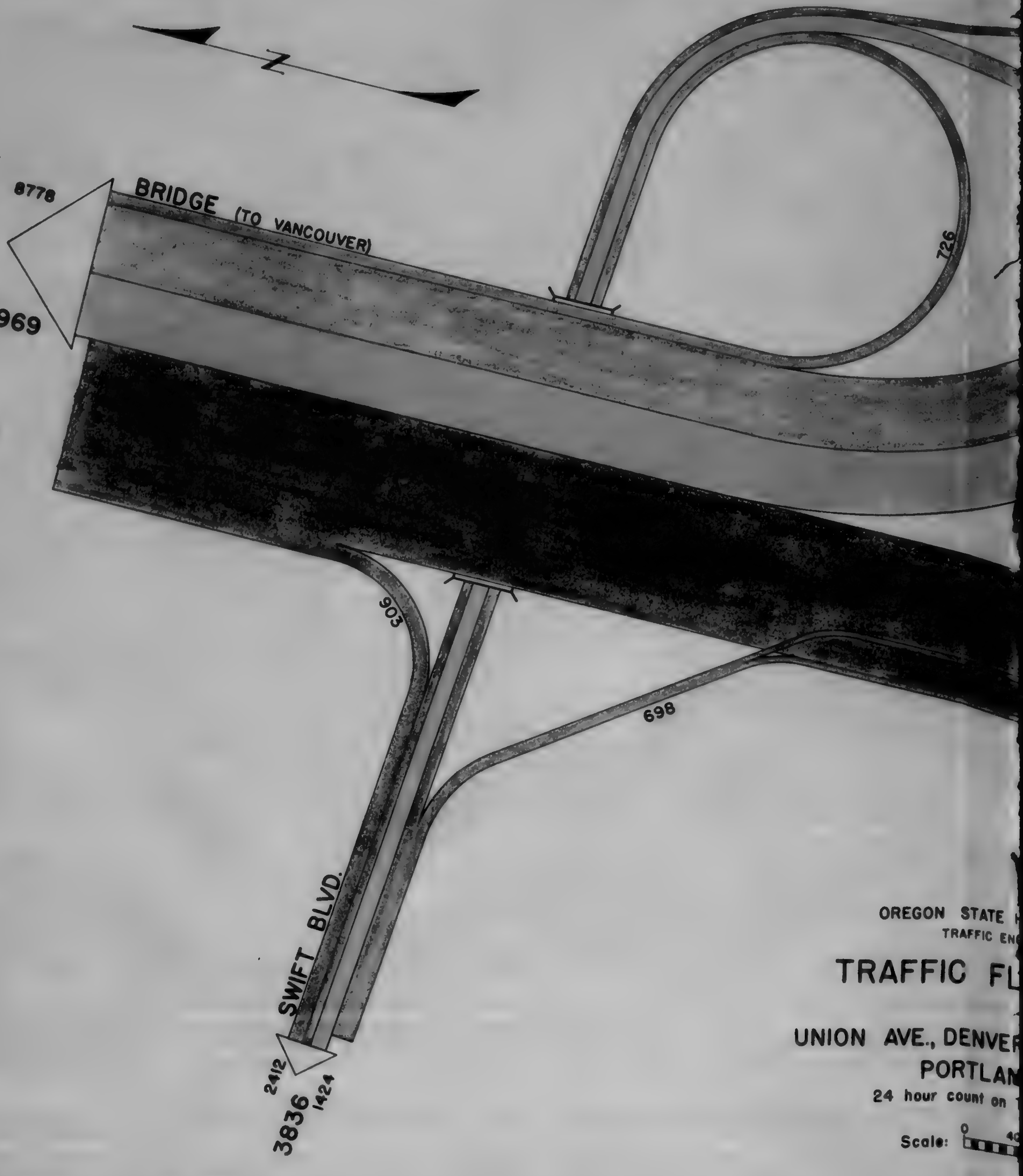
-49

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

THREE PHASES OF PROPOSED SIGNAL OPERATION AT UNION & DENVER AVE.


1
To BRIDGE
UNION AVE
SWIFT
DENVER AVE
2
To BRIDGE
UNION AVE
SWIFT
DENVER AVE
3
To BRIDGE
UNION AVE
SWIFT
DENVER AVE.

Exhibit

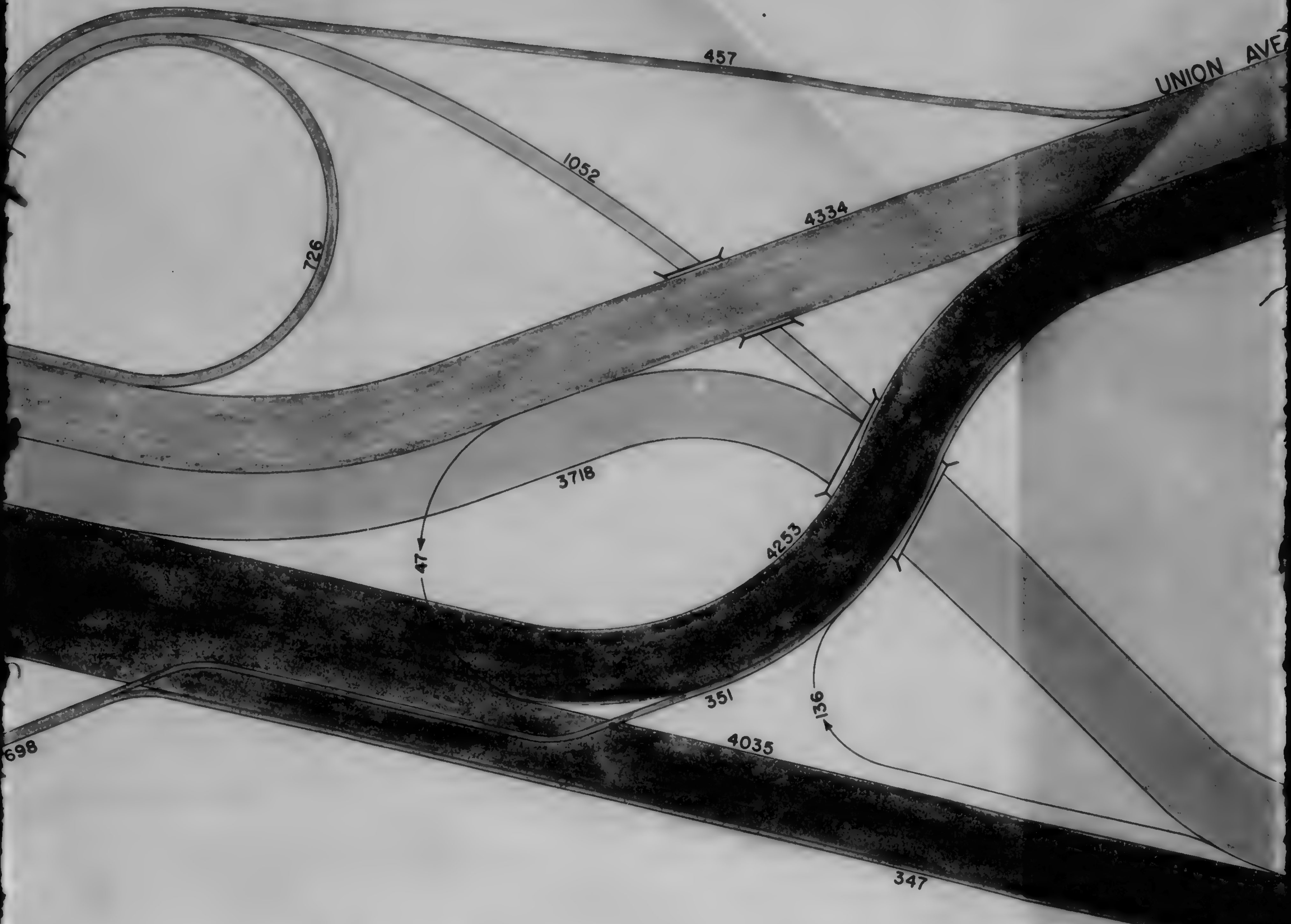

N
8778
BRIDGE (TO VANCOUVER)
17,969
9191
726
903
698
SWIFT BLVD.
2412
3836
1424

OREGON STATE H
TRAFFIC ENG

TRAFFIC FL

UNION AVE., DENVER
PORTLAN
24 hour count on

Scale: 0 40


457
UNION AVE
1052
726
4334
3718
47
4253
351
136
4035
347
698

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TRAFFIC FLOW DIAGRAM

AT

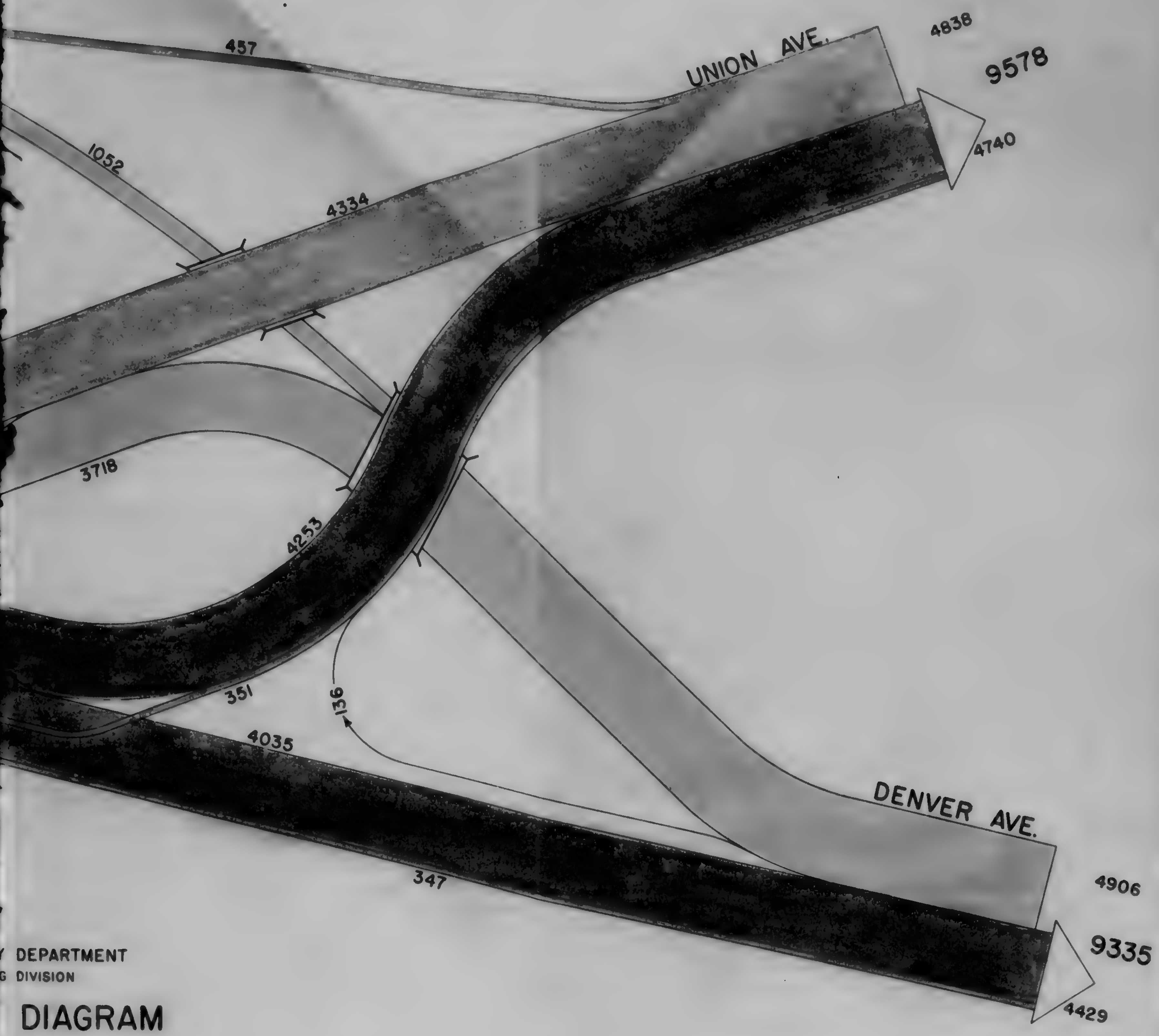
UNION AVE., DENVER AVE. & SWIFT BLVD.
PORTLAND, OREGON

24 hour count on Thursday March 16, 1944

Scale: 0 4000 8000 Vehicles

TOTAL VOLUME
THRU INTERSECTION – 20,359

6-50


457
UNION AVE.
4838
9578
4740
1052
4334
3718
4253
351
136
4035
DENVER AVE.
347
4906
9335
4429

Y DEPARTMENT
G DIVISION

DIAGRAM

E. & SWIFT BLVD.
REGON
ay March 16,1944

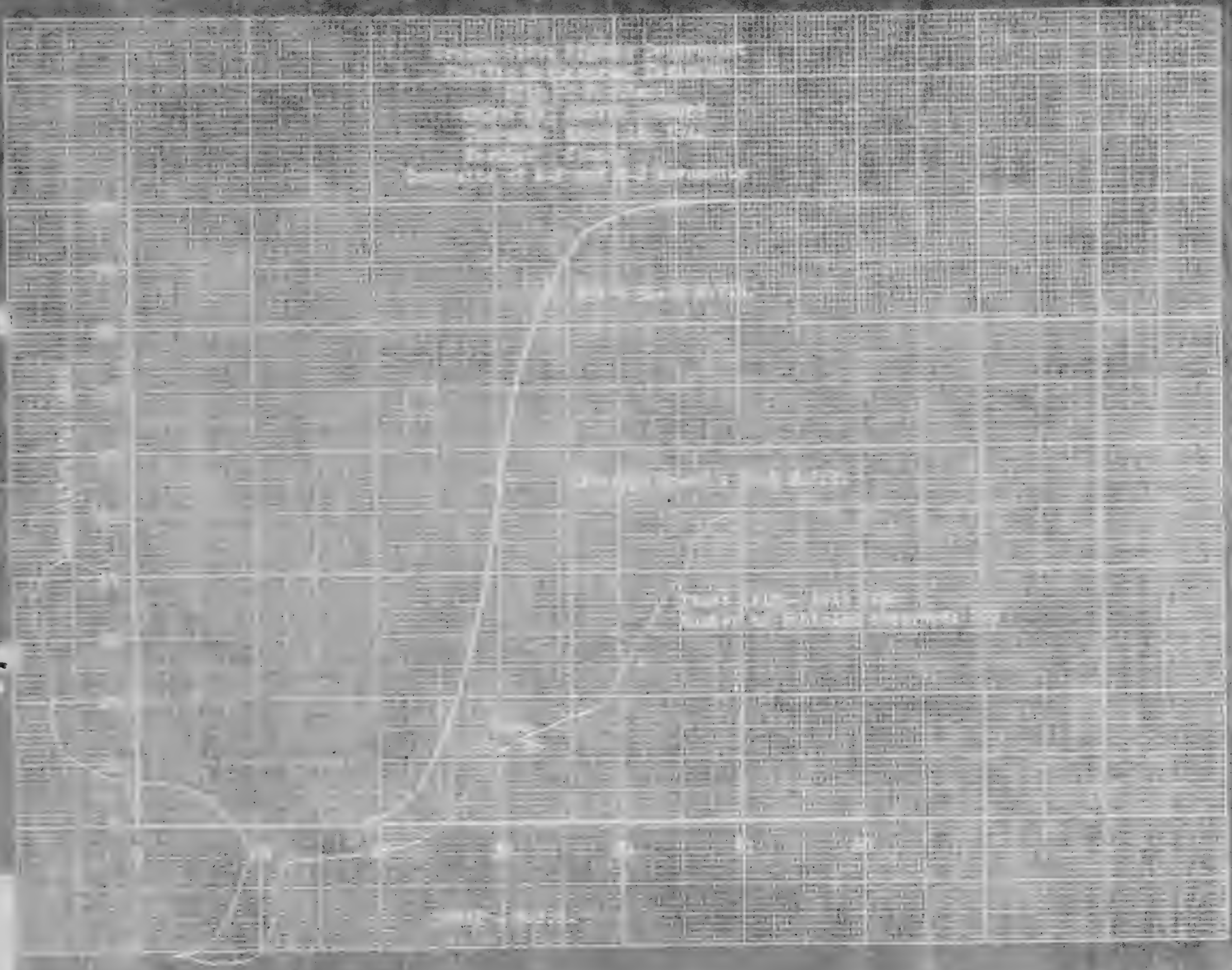
8000
Vehicles

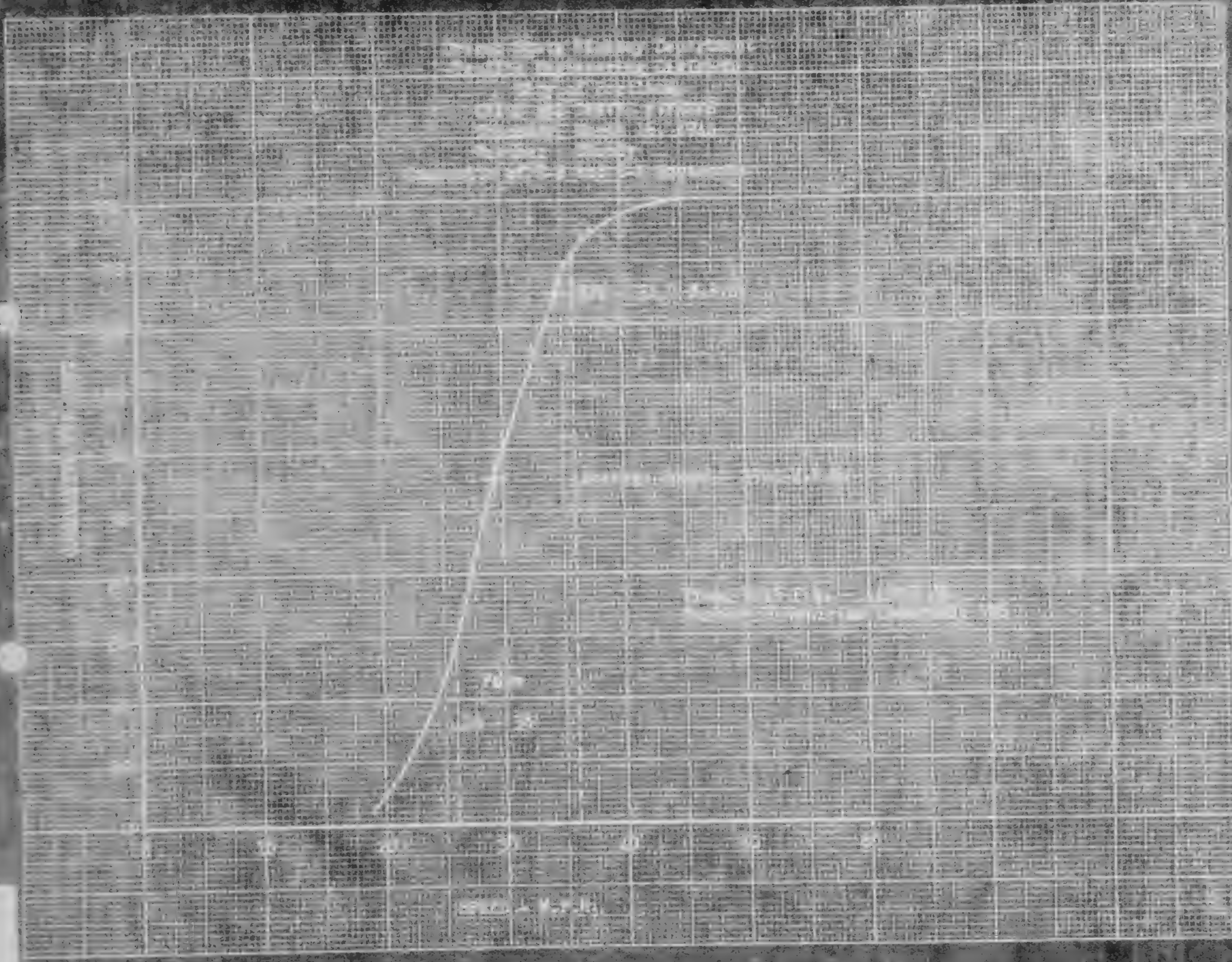
TOTAL VOLUME
THRU INTERSECTION - 20,359

Exhibit G

[illegible] NORTH OF PORTLAND

MULTNOMAH CO





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Stencil No. 124

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-A-FAP 130-B(1)
Denver Avenue Junction
Pacific Highway East.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis

T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

Ison

NA4pr-19373

Form P. R. 2 6-58

State Oregon

Federal Aid Project No. [illegible]-A-FAP 130-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1944

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a project statement, which was approved on the 29th day of June, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of March 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred twenty-four thousand, ninety and 00/100 dollars ($324,090.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 26+11.4 on Denver Avenue south of the Interstate Bridge and survey station 44+00 on Union Avenue

, length 0.338 of a mile~~s~~ in Multnomah County, being Section B(1) of Oregon Federal Aid project No. NH-A-FAP/130, consisting of 0.300 of a mile~~s~~ of roadway~~and~~ 2 bridges, each of more than 20 feet clear span, 0.038 of a mile in length, and connecting roads and ramps to provide for interchanges of traffic with Denver Avenue and Swift Highway.

& return to the files

noted.

V. Hubbs

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SA

ARTICLE IV. The United States pro rata share of the value of the labor and mate shall be actually put into the construction of Section B(1) of said project shall not in any eve exceed the sum of three hundred twenty-four thousand, ninety and 00/100 dollars ($324,090.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred fifteen thousand, five hundred ninety-two and 65/100 dollars ($415,592.65), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

0-60

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 27 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11270

0-61

0-62

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-A-FAP 150-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 415,592.65 as the total estimated cost of said project, and the sum of $ 324,090.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and MAY 27 1944

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

V. Hubbs

RECEIVED
JUN 10 1944
FOR FILING

130-R-1

0-62

June 9, 1944

United Pacific Insurance Company
400 Exchange Building
Seattle 14, Washington

Attention: Mr. R. E. Eikman

Gentlemen:

I have just received your letter of June 8 acknowledging mine dated June 1, 1944 advising that the Oregon State Highway Commission would make final settlement with Contractor Henry L. Horn for the performance of work under Contract No. 2627 when the outstanding claim of the Oregon State Industrial Accident Commission has been satisfied.

Subsequent to the mailing of my letter of June 1, the Oregon Highway Commission received notification from the State Industrial Accident Commission to the effect that Mr. Horn had paid his account in full. I advised you to that effect on June 3, 1944. I have not received acknowledgment of that letter but would appreciate a reply in order to complete our files on the subject.

Thanking you for your letter I received today, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

REFERRED TO
Virginia
BY SECRETARY

note this on the card
& return to the files
noted.
V. Hubbs

R. H. Baldock

0-64 M

JUN 1944

FOR FILING

130-B-1

June 7th, 1944

Pacific Highway

COST ANALYSIS - FINAL REPORT
Grading, Paving and Structures

Denver-Union Section
#2627

Henry L. Horn, Contractor
R. L. Porter, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$1,164.00	All			$2,000.00
Removal of Pavement	1,424.80	4,913.2 Sq. Yd.	0.29	0.30	1,473.96
" " Curbs and Walks	523.06	1,687.3 L. F.	0.31	0.30	506.19
" " Traffic Islands	198.40	304.9 S. Y.	0.65	0.75	228.68
" " Traffic Separators	175.35	604.5 L. F.	0.29	0.30	181.35
" " Traffic Light Standards	59.50	7 Each	8.50	10.00	70.00
Deliver Light Standards to Island Sta.	21.00	7 "	3.00	5.00	35.00
Reestablish Lighting Circuits	1,116.05	1,313 L. F.	0.85	0.55	722.15
Structural Excavation	4,241.20	1,844 C. Y.	2.30	2.00	3,688.00
General "	12,599.90	17,774.1 " "	0.71	0.75	13,330.58
Borrow "	73,720.87	118,162.6 " "	0.62	0.70	82,713.82
Finish Roadbed, Slopes and Graded Areas	500.00	All			1,250.00
4" Sewer Pipe	677.03	1,504.5 L. F.	0.45	0.35	526.58
8" " "	2,128.00	3,040 " "	0.70	0.65	1,976.00
12" " "	2,245.60	1,604 " "	1.40	1.00	1,604.00
18" " "	1,470.00	684 " "	2.15	1.80	1,231.20
Extra for Installing Pipe Under Pavement	715.20	596 " "	1.20	1.00	596.00
Concrete Curb Inlets	1,387.50	25 Each	55.50	40.00	1,000.00
Concrete Inlets (Wood Grating)	798.00	19 "	42.00	30.00	570.00
Type "A" Manholes (Concrete Cover)	75.00	1 "	75.00	50.00	50.00

Denver-Union Final [illegible]

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Type "B" Manholes (Wood Cover)	$949.00	13 Each	$73.00	$50.00	$650.00
Salvaging & Rebuilding Wire Guard	824.50	970 L. F.	0.85	0.75	727.50
Painting Wire Guard Rail	194.00	970 " "	0.20	0.15	145.50
Wood Guard Rail	1,237.86	952.2 " "	1.30	1.00	952.20
Concrete Curbs	16,262.60	403.54 C. Y.	40.30	20.00	8,070.80
" Walks	955.45	313.26 S. Y.	3.05	1.80	563.87
Expansion Joints in Walks	26.20	130.2 L. F.	0.20	0.15	19.53
Concrete Traffic Separators	1,775.55	39.9 C. Yd.	44.50	40.00	1,596.00
Concrete Traffic Islands	12,379.40	278.19 C. Yd.	44.50	40.00	11,127.60
" Junction Boxes	152.40	12 Each	12.70	20.00	240.00
Recesses for Traffic Markers	175.00	All			500.00
3/4" Electrical Conduit	1,512.78	3,981 L. F.	0.38	0.30	1,194.30
1" " "	154.40	300 " "	0.51	0.40	120.00
Metal Junction Boxes	152.40	20 Each	12.70	20.00	400.00
Construct and Remove Detour Bridges	11,512.00	All			17,100.00
Transport and Store Salvaged Lumber	210.96	86.785 M-FBM		3.50	303.75
Furnish Untreated Piling	520.97	1,448 L. F.	0.36	0.40	579.20
Drive " "	1,051.00	24 Each	43.80	50.00	1,200.00
Untreated Lumber in Place	7,123.41	58.977 M-FBM	125.96	80.00	4,718.16
*3"-0 Screened Gravel in Base	20,706.00	8,627.5 Cu. Yd.	2.40	2.40	20,706.00
*1¼"-0 Cr. Gravel in Base	7,558.50	2,519.5 " "	3.00	3.00	7,558.50
*3/4"-0 Cr. Gravel in Base & Shldrs.	1,686.00	562 Cu. Yd.	3.00	3.00	1,686.00
*½"-0 Material	69.00	23 " "	3.00	3.00	69.00
*Sprinkling	509.00	254.5 M-Gal.	2.00	2.00	509.00

Denver-Union [illegible]

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Class "B" Asph. Concrete	$41,933.50	5,990.5 Tons	$7.00	$7.00	$41,933.50
* " "C" " "	14,003.50	2,000.5 "	7.00	7.00	14,003.50
Shoring, Cribbing Etc.	367.57	All		100.00	100.00
Excavation for Bridges & Retaining Walls	4,960.76	1,506.08 Cu. Yd.	3.29	2.00	3,012.16
Excavation Below Elevation Shown	637.11	193.45 Cu. Yd.	3.29	2.00	386.90
Class "A" Concrete	71,920.06	1,638.16 Cu. Yd.	43.90	32.00	52,421.12
Precast Slope Pavement in Place	3,736.38	887.99 Sq. Yd.	4.21	3.00	2,663.97
Metal Reinforcement	14,299.32	240,289 Lb.	0.06	0.08	19,223.12
PA #1, Riprap	47.30	10.07 Cu. Yd.	4.70	4.25	42.80
PA #2, Furnish Treated Piling	2,289.51	2,570.8 L. F.	0.89	1.10	2,827.88
**PA #2, Drive Treated Piling	2,472.32	52 Each	47.54	50.00	2,600.00
PA #3, 10" Conc. Drain Pipe	653.25	837.5 L. Ft.	0.78	1.10	921.25
PA #3, Concrete Inlet (Wood Crate)	168.00	4 Each	42.00	40.00	160.00
PA #3, Structural Excavation	517.50	225 Cu. Yd.	2.30	3.00	675.00
PA #4, Move Fence	79.50	30 Rods	2.65	2.65	79.50
PA #5, Furnish & Install Metal Tide Gate	40.00	1 Each	40.00	55.00	55.00
PA #6, Furnish Untreated Piling	1,701.18	4,852 Lin. Ft.	0.35	0.40	1,940.80
**PA #6, Drive Untr. Piling	4,292.40	98 Each	43.80	50.00	4,900.00
PA #7, Salvage & Reinstall Concrete Sight Posts	79.80	19 "	4.20	5.50	104.50
PA #7, Salvage & Reinstall Wood Sight Posts	15.20	8 "	1.90	1.50	12.00
PA #8, Filler Placed on Shoulder	87.25	68 Cu. Yd.	1.28	1.50	102.00
PA #9, Const. Wooden Flume	437.90	4.634 M-FBM	94.50	80.00	370.72

Denver-Union Final Cost [illegible]lysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #10, Furnish & Install 6"x8" Down Spout	$144.00	All		$130.00	$130.00
PA #11, Furnish & Install Gutter Support	98.60	"		93.20	93.20
PA #12, Dry Rubble Wall	53.50	9.2 Cu. Yd.	$5.80	6.00	55.20
*PA #13, 3"-0 Cr. Rock in Base	591.25	215 " "	2.75	2.75	591.25
PA #14, Steel Revision Str. 2	37.40	All		37.40	37.40
PA #15, Extra for Installing Concrete Traffic Separators Str. 2	60.00	"		60.00	60.00
PA #16, Alteration of Str. 1	38.65	"		38.65	38.65
Alteration of Str. 3	132.52	"		132.52	132.52
PA #17, Move & Repair Office Structure	124.80	"		124.80	124.80
PA #18, Cement Adjustment	172.90	80.42 Bbl.	2.15	2.15	172.90
Force Account	6,331.25				6,331.25
	$362,171.26				$346,530.17

* Work sub-contracted to Porter Yett.
** Work sub-contracted to Dan Tabbert

Total Cost	$362,171.26
Gross Revenue	346,530.17
Net Loss	$15,641.09

Net Loss Equals 4.5% of Gross Revenue

[illegible]
Contract #2047

Detail of Cost

Labor:					
Supervision and Office				$32,521.95	
Labor				90,563.12	
Labor Insurance				19,051.29	
					$142,136.36
Materials:					
Lumber, Piling and Plywood				$18,456.03	
Nails				450.00	
Tiewire				35.00	
Bolts				485.00	
Paint				60.00	
Membrane				86.00	
Roofing Asphalt				10.00	
Ready Mix Concrete				20,671.70	
Creosote				24.00	
4" Sewer Pipe	1,504.5	Lin. Ft. at	$0.15	225.68	
8" " "	3,040	" " "	0.30	912.00	
12" " "	1,604	" " "	0.80	1,283.20	
18" " "	684	" " "	1.15	786.60	
10" Concrete Drain Tile	837.5	" " "	0.34	284.75	
Expansion Joints for Sidewalks	130.2	" " "	0.05	6.51	
3/4" Electrical Conduit	3,981	" " "	0.25	995.25	
1" " " "	300	" " "	0.367	110.10	
Metal Junction Boxes				200.00	
" Tide Gate				25.00	
" Reinforcement	240,289	Lb. "	0.038	9,205.61	
					54,312.43
Equipment Rental, Supplies & Misc.:					
Equipment Rental, Includes Rented Equipment				$24,116.00	
Gas, Oil and Grease				8,436.30	
Small Tools & Misc. Supplies				2,426.60	
Home Office & General Overhead				5,300.00	
Bond				2,600.30	
					42,879.20
Subbed to Porter Yett				$86,548.00	
Subbed to Dan Tabbert				10,000.00	
Haul of Borrow Material (Subbed)				26,245.27	
					122,793.27
					$362,171.26

REMARKS:

This project was bid March 17th, 1943 and awarded April 14th, 1943. It consisted of grading, bridges and asphaltic concrete paving, providing an adequate crossing for traffic at Denver and Union avenues. Construction began April 26th, 1943 and was completed March 23rd, 1944.

Grading consisted of [illegible] cubic yards of excavation, mostly the excavation of a cut through Denver Avenue and the placing of [illegible] cubic yards of borrow as fill material. Excavation material was moved with dozer, shovel and trucks and borrow with shovel and trucks. The borrow material was loaded by the contractor and hauled to the fill with hired trucks. Hired trucks were paid $0.28 per yard for haul, leaving the contractor a substantial margin for loading and street work. Borrow material was obtained from a borrow pit located on North Columbia Boulevard and hauled an average of two miles.

Structures, except for the driving of the piling, was done entirely by the contractor and represented the greater part of his loss. Inability to find experienced carpenters, concrete workers and laborers capable of doing the work required increased the labor cost for the project a considerable amount. Delays in the delivery of materials required also added to the cost. A third contributing factor was the extremely heavy flow of traffic which slowed progress much more than usual. Union activities also caused the contractor considerable trouble. Ordinarily a contractor feels free to call upon a steel workman or concrete finisher to help build forms if form work falls behind, but union orders compelled the men on this project to be kept on the payroll but to remain idle until their particular phase of work was ready to be resumed.

The placing of all subbase, crushed rock and asphaltic concrete was subbed to Porter W. Yett at bid prices. Mr. Yett made a fair profit on these items throughout. The driving of all piling required was sub-contracted to Dan Tabbert at bid prices.

This project was bid with slightly low prices considering the time and place of construction. Mr. [illegible] prices were $21,000 under the next low bidder and $30,000 under the engineers' estimate. The job was well handled with adequate supervision and equipment, but low prices, difficult labor conditions, adverse weather conditions and extremely heavy traffic were all factors resulting in a loss to the contractor.

E. H. [illegible]
Cost Analyst

I. . . C. L. Paulsen

RECEIVED
JUN 6 1944
FOR FILING

130-B-1

0-69

June 3, 1944.

State Industrial Accident Commission
Building

Attention; H. E. Osborn
Assistant Commissioner
Collections Division

Gentlemen;

This acknowledges your letter of the 1st advising that Contractor, Henry L. Horn, has paid in full the balance of his account with you.

We appreciate this information and are correcting our records accordingly.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HBG:lk

REFERRED TO
Virginia
BY SECRETARY
to note

0-10

INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

COLLECTIONS DIVISION
H. E. OSBORN, SUPERVISOR

L. O. ARENS
T. MORRIS DUNNE
PAUL E. GURSKE
COMMISSIONERS

June 1, 1944

Firm 74959

Mr. H. B. Glaisyer
State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

RE: Henry L. Horn

On May 29, 1944, we received Mr. Horn's remittance for $455.09 to balance the account about which we wrote you on May 2.

You may, therefore, ignore our letter of that date.

Yours very truly,

COLLECTIONS DIVISION

H E Osborn

H. E. Osborn,
Assistant Commissioner

HEO:rek

NOTE TO arc Com
DATE 6-3

Surety cc Horn

RECEIVED
JUN 2 1944
STATE HIGHWAY COMMISSION

1-71

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM [illegible] 10M 10-43

COPY

June 1, 1944

Firm 74959

Mr. Henry L. Horn
216 E. Logan St.
Route #4
Caldwell, Idaho

Dear Mr. Horn:

This will acknowledge receipt of your letter of May 26 and your remittance for $455.09 for which we thank you. Your account is now paid in full.

The work sheets which you asked us to return are enclosed herewith.

Yours very truly,
COLLECTIONS DIVISION

H E Osborn

H. E. Osborn,
Assistant Commissioner

HEO:rck
encl.
cc M. B. Glaisyer
State Highway Dept.
Salem, Oregon

0-12

RECEIVED
JUN 5 1944
FOR FILING
120-B-1

June 2, 1944.

United Pacific Insurance Company
Mr. H. W. Macduff
Board of Trade Bldg.
Portland, Oregon

Dear Mr. Macduff:

This letter is to inform you, since writing you on June 1, the State Highway Commission has received notification from the State Industrial Accident Commission to the effect that Mr. Henry L. Horn, contractor for the construction of the Denver Avenue Junction on the Pacific Highway West has paid in full his account with the Accident Commission.

In view, thereof, the State Highway Commission will release to Mr. Horn on or after June 12, 1944, the final payment due him in connection with this job, in the event, you offer no objection.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HBG:lk

cc Mr. Henry Horn
Box 87
N. Portland, Oregon

Auditing Department

In view of the above, it will be satisfactory to release the final warrant to Mr. Horn on or after June 12, 1944, unless advised to the contrary in the meantime.

0-73

RECEIVED
JUN 2 1944
FOR FILING

130-B-1

June 1, 1944

State Industrial Accident Commission
BUILDING

Gentlemen:

The State Highway Commission is about to make final payment to Contractor Henry L. Horn for grading, paving and bridge construction on the Denver Avenue Junction Section of the Pacific Highway West in Portland, Multnomah County, being State Highway Contract No. 2627. We contemplate making such payment on or after Monday, June 12, 1944.

In checking the accounts I find that you have a claim against this contractor in the amount of $1409.41. The claim was filed on May 3, 1944, but we have not as yet received notification to the effect that it has been paid. Will you kindly advise us relative thereto so we can determine whether or not to authorize the release of the final warrant to Mr. Horn.

Thanking you, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:wbh

0-24

RECEIVED
JUN 2 1944
FOR FILING

120-E-1

June 1, 1944

United Pacific Insurance Company
N. W. Macduff, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission is ready to make final settlement with Contractor Henry L. Horn for grading, paving and bridge construction work on the Denver Avenue Junction Section of the Pacific Highway West, Portland. This payment is in the amount of $10,802,24 which would be released to Mr. Horn on or after Monday, June 12, 1944 were it not for the outstanding claim of the State Industrial Accident Commission amounting to $1,409.41. We have no knowledge of additional claims against this job, and the Highway Commission assumes no responsibility with respect thereto should any exist.

The Highway Commission has not been advised that the claim of the State Industrial Accident Commission has been satisfied and in view thereof will not be able to release the final warrant to Mr. Horn until such notification has been received. This information is given you inasmuch as you appear as surety on the bond furnished by Mr. Horn in connection with this job. The Highway Commission does not want to hold up this warrant to Mr. Horn any longer than is necessary but cannot release it until the above condition has been satisfied.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:vbh

cc - Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

10

RECEIVED
MAY [illegible] 1944

13 a - B.1

May 16, 1944

Mr. Henry L. Horn
Caldwell, Idaho

Dear Sir:

The State Highway Commission, at its meeting on May 9, 1944, granted you the extension of time requested, from October 15, 1943 to March 23, 1944, without penalty, in connection with contract No. 2627 for construction of the Denver Avenue Junction Project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

130-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 13, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-A-FAP 130-B(1), Denver Avenue Junction Section of the Pacific Highway (East), was made by a representative of this office on March 30, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 15 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 1944
FOR FILING

THOMAS G. HAMMOND
Vice-President

130-B-1

2627

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
SEATTLE OFFICE - 400 EXCHANGE BUILDING
SEATTLE 14, WASHINGTON

May 9th, 1944

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Bond No. 54094 - Henry L. Horn to
State of Oregon - Denver Avenue Junction

Dear Sir:

Referring to your letter of May 5th addressed to our Portland Office reporting a claim of the State Industrial Accident Commission in the amount of $1409.41 against the captioned contractor, we are presenting this matter to our client through his Boise Agent and feel confident that Mr. Horn will discharge in full any just obligation which he owes.

Thanking you for advising us of this claim, I am

Yours very truly,

Thomas G. Hammond
THOMAS G. HAMMOND, Vice President

TGH:ac

REFERRED TO
Virginia
BY SECRETARY

note this on card
and return to me for filing
HBG

Has been noted
on contract card.

RECEIVED
MAY 10 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 1944
FOR FILING

130-R-1

May 5, 1944

United Pacific Insurance Co.
H. W. Macduff, Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

This letter is to inform you that State Highway Commission has received notification from the State Industrial Accident Commission of its claim against Henry L. Horn, contractor for the construction of the Denver Avenue Junction Section of the Pacific Highway West in Portland, State Highway Contract No. 2627. This claim is in the amount of $1,409.41.

It is brought to your attention because the records disclose that you are surety on the bond furnished by Mr. Horn in connection with this job and it being our general practice to keep the bonding companies advised of claims that are filed in this office against contracts in which they are concerned.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:df

cc - Henry L. Horn
Box 67
N. Portland, Oregon

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MAY [illegible] 1944
FOR FIL

130-P-1

May 5, 1944

State Industrial Accident Commission
BUILDING

Attention: H. E. Osborn, Assistant Commissioner
Collections Division.

Gentlemen:

Reply is made to your letter of May 2, 1944, concerning the Henry L. Horn Contract No. 2627 with the State Highway Commission for highway construction work on the Denver Avenue Junction Section of the Pacific Highway West in Portland. I note your claim in the amount of $1,409.41 against Mr. Horn in connection with this work; also, your request to be notified before the Highway Commission makes final settlement with Mr. Horn for performance of the work under this contract.

Investigation of our records reveals that this job was completed by Mr. Horn on March 23, 1944. It has not as yet been accepted by the Commission, although I anticipate that the Commission will take action to that end at its meeting next week on May 10, and will at the same time authorize payment of the final estimate.

According to the Engineering Department the final estimate will be prepared within the next week or so. The final warrant will be mailed to Mr. Horn not less than ten days thereafter if the Commission authorizes such payment at its next meeting as stated above and I believe that the Commission will so authorize.

The bond furnished by Mr. Horn in connection with this job was written by the United Pacific Insurance Company, for whom Mr. H. W. Macduff, Board of Trade Building, Portland, is the local agent. This bond may be held responsible and liable for the payment of your claim for a period of six months from date of acceptance of the job by the Commission and may be held responsible for a longer period if, in the meantime, you file notice of your claim with the Secretary of State as required by law.

In accordance with our usual practice I am today bringing your claim to the attention of the bonding company for its information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:df

INDUSTRIAL ACCIDENT COMMISSION

SALEM, OREGON

COLLECTIONS DIVISION
H. E. OSBORN, SUPERVISOR

L. O. ARENS
T. MORRIS DUNNE
PAUL E. GURSKE
COMMISSIONERS

ext. 488

May 2, 1944

Firm 74959

Mr. H. B. Glaisyer
State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

RE: Henry L. Horn

We have a claim for unpaid contributions to April 1, 1944, against Henry L. Horn of Route #4, Caldwell, Idaho, in the amount of $1409.41. These contributions all became due the fund as a result of work performed on state highways.

Indications are that it may become necessary for us to file a formal claim. We will appreciate it, however, if you will notify us before settling with Mr. Horn so that a formal claim can be filed should that prove necessary.

Yours very truly,

COLLECTIONS DIVISION

H E Osborn

H. E. Osborn,
Assistant Commissioner

HEO:rek

NOTE TO [illegible] G
DATE 5-5-44 cc Horn

RECEIVED
MAY 3 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

130-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-A-FAP 130-B(1), Denver Avenue Junction Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
APR 24 1944
OREGON
STATE HIGHWAY COMMISSION

Ron

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APR 1944
FOR FILING

12-6-1

April 21, 1944

United Pacific Insurance Company
Mr. H. W. Macduff, Agent
Board of Trade Building
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Henry L. Horn, on Contract No. 2627, covering paving, grading and bridge construction on the Denver Avenue Junction Section of the Pacific Highway West in Multnomah County. This payment, in the amount of $16,233.66, will be made on or after May 1, 1944. The retained percentage is $10,368.82.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

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APR 11 1944
FOR FILING

130-B-1

April 10, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In accord with the request of Mr. Davis, by telephone, we are enclosing herewith seven copies of revised page number three of the project agreement estimate for the Denver Avenue Junction Section, Project No. SM-A-FAP 130-B (1).

The errors occuring in the estimate for the 54' roadway section were not carried into the total cost of the section, and, accordingly, the estimate summary submitted previously is correct.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

RECEIVED
APR 1? 1944
FOR FILING

B20-B-1

April 7th, 1944

Mr. C. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Henry L. Horn on his Denver Avenue Junction Contract No. 2427, [illegible]-A-FAP 130-B (1), from October 15th, 1943 to March 23rd, 1944. The reasons for the overrun of time are as follows:

Priority given in contract was not sufficiently high to allow the purchase of plywood, thus causing some delay.

Footings for Structure No. 2 were changed from spread foundation to piling. This caused some delay, as it was necessary to drive 52 piles.

Structure No. 4 was reinstated into the contract on August 18th, but Horn did not start work on this structure until October 4th.

Footing plans on No. 4 Structure were revised to cover driving of 98 piles. This work consumed approximately two weeks' time.

The contract was delayed at least a week by the construction of a bus stop after the major items were completed.

The major cause of the delay was the contractor's slowness in organizing due to his unfamiliarity with conditions in Portland and Western Oregon. He ordered his lumber through an Idaho broker who attempted to secure it from a mill which could not deliver. This caused several weeks' delay.

Being unfamiliar with the locality, the contractor was handicapped in the organization of his crew and the ability to secure labor.

W. E. Lynch - 2.
4/7/44.

I recommend that the extension be granted without engineering penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

cc to: E. G. Smith

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 1, 1944

Section	Denver Avenue Junction	*Kind of work*	Grading, Paving, and Bridges
Highway	Pacific East	*Section prefix*	26-1063
Contractor	Henry L. Horn	*Contract number*	2627
Date of contract	April 14, 1943	*Date of completion*	October 15, 1943
Date work started	April 28, 1943	*Estimated date of completion*	March 23, 1944
Amount of contract	$ 318,166.50	*Per cent of time elapsed*	187 %

Estimated cost of completed project, exclusive of engineering $ 356,611.15

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 22,000.00, 114 %

Date project was completed March 23, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The week was spent in compiling the final estimate. This estimate is now finished and will be submitted as soon as the contractor sends in his force account bills. He expects to have these finished by the middle of next week.

RECEIVED
APR 3 - 1944

J. G. SMITH

Signed

Address PO Box 4644, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible]	0.34	0.34			0.34
[illegible]					
[illegible]	0.34	0.34			0.34
[illegible]	129,937 cy	11,945 cy			7,985 tons
[illegible] ced to date	" "	" "			" "
[illegible]					
[illegible] ry to					
[illegible] r day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

[illegible]	WEATHER	HRS. DELAY	CAUSE OF DELAY
[illegible]	Showers		
[illegible]	Fair		
[illegible]	Fair		
[illegible]	[illegible]ir		
[illegible]	[illegible]ir		
[illegible]	[illegible] Cloudy		
[illegible]	[illegible]		

STATE PRINTING DEPT.

SN-A-FAP 130-B1 Denver Ave. Jct. Sec., 1943
Pacific Hwy. East
#2627
Folder # 1

March 31, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Union Avenue Overcrossing Project No. SH-A-FAP 130-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/EB

Encl.

Oregon State Highway Department

Strategic Network Project
No. SN-A-130-B (1)

DENVER AVENUE JUNCTION SECTION OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1944

All Required		Lands, Rights of Way, Easements, Etc.		$ 66,000.00

ROADWORK

38' Roadway (Sta. 26+11.4 to 26+52.1)

30	lin. ft.	3/4" Electrical Conduit	$ .30	$ 9.00
2	only	Metal Junction Boxes	20.00	40.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
10	tons	Class "C" Asphaltic Concrete	7.00	70.00
		Subtotal		$ 189.00
		10% Engr. & Cont.		18.90
		Total		$ 207.90
		Length of Roadway	.008 mile	
		Cost per mile	$ 25,987.50	

58' Roadway (Sta. 27+73.8 to 32+91.5) (Sta. 33+72.5 to 37+26.65)

All Required		Clearing and Grubbing (90%)		$ 1,800.00
4,550	sq. yds.	Removal of Pavement	$ .30	1,365.00
1,520	lin. ft.	Removal of Curbs and Toe Walls	.30	456.00
360	sq. yds.	Removal of Traffic Islands	.75	270.00
620	lin. ft.	Removal of Traffic Separators	.30	186.00
5	only	Removal of Light Standards	10.00	50.00
800	lin. ft.	Re-establishment of Lighting Circuit	.55	440.00
1,480	cu. yds.	Structural Excavation, Unclassified	2.00	2,960.00
15,700	cu. yds.	General Excavation, Unclassified	.75	11,775.00
95,500	cu. yds.	Borrow Excavation, Unclassified	.70	66,850.00
All Required		Finishing Roadbeds, Slopes and Graded Areas (90%)		1,125.00
1,330	lin. ft.	4" Sewer Pipe	.35	465.50
1,540	lin. ft.	6" Sewer Pipe	.65	1,001.00

2,370	lin. ft.	12" Sewer Pipe	$ 1.00	$ 2,370.00
350	lin. ft.	18" Sewer Pipe	1.80	630.00
460	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	460.00
29	only	Concrete Curb Inlets	40.00	1,160.00
10	only	Concrete Inlets (Wood Grating)	30.00	300.00
1	only	Type "A" Manholes (Concrete Cover)	50.00	50.00
10	only	Type "A" Manholes (Wood Cover)	50.00	500.00
500	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	.75	375.00
750	lin. ft.	Painting Wire Guard Rail	.15	112.50
1,000	lin. ft.	Wood Guard Rail	1.00	1,000.00
370	cu. yds.	Concrete Curbs	20.00	7,400.00
300	sq. yds.	Concrete Walks	1.80	540.00
120	lin. ft.	Expansion Joints in Walks	.15	18.00
28	cu. yds.	Concrete Traffic Separators	40.00	1,120.00
260	cu. yds.	Concrete Traffic Islands	40.00	10,400.00
15	only	Concrete Junction Boxes	20.00	300.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		490.00
3,550	lin. ft.	3/4" Electrical Conduit	.30	1,065.00
150	lin. ft.	1" Electrical Conduit	.40	60.00
23	only	Metal Junction Boxes	20.00	460.00
9,400	cu. yds.	2" - 0" Screened Gravel in Base	2.40	22,560.00
1,610	cu. yds.	1½" - 0" Crushed Material in Base	3.00	4,830.00
640	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.00	1,920.00
120	cu. yds.	½" - 0" Material in Cushion Course	3.00	360.00
450	M-gals.	Sprinkling	2.00	900.00
5,430	tons	Class "B" Asphaltic Concrete	7.00	38,010.00
1,180	tons	Class "C" Asphaltic Concrete	7.00	8,260.00
All Required		Shoring, Cribbing, Etc. (40%)		40.00
650	cu. yds.	Excavation for Bridge and Retaining Walls	2.00	1,300.00
40	cu. yds.	Excavation Below Elevation Shown	2.00	80.00
195	cu. yds.	Class "A" Concrete	32.00	6,240.00
800	sq. yds.	Precast Slope Pavement in Place	3.00	2,400.00
17,900	lbs.	Metal Reinforcement	.08	1,432.00
				$205,446.00

Bridge No. 4 (Vancouver-Swift Branch)

44	tons	Class "C" Asphaltic Concrete	$ 7.00	$ 308.00
All Required		Shoring, Cribbing, Etc. (20%)		20.00
370	cu. yds.	Excavation for Bridges and Retaining Walls	2.00	740.00
20	cu. yds.	Excavation Below Elevation Shown	2.00	40.00
600	cu. yds.	Class "A" Concrete	32.00	19,200.00

109,200	lbs.	Metal Reinforcement	$ .08	$ 8,736.00
				$ 29,044.00
		Subtotal		$234,490.00
		10% Engr. & Cont.		23,449.00
		Total		$257,939.00

Length of Roadway 0.165 mile
Cost per mile $1,563,266.60

54' Roadway (Sta. 37+26.65 to 44+00)

All Required		Clearing and Grubbing (10%)		$ 200.00
750	sq. yds.	Removal of Pavement	.30	75.00
80	lin. ft.	Removal of Curbs and Toe Walls	.30	24.00
20	cu. yds.	Structural Excavation, Unclassified	2.00	40.00
14,500	cu. yds.	Borrow Excavation, Unclassified	.70	10,150.00
All Required		Finishing Roadbed, Slopes and Graded Areas (10%)		125.00
170	lin. ft.	4" Sewer Pipe	.35	59.50
60	lin. ft.	8" Sewer Pipe	.65	39.00
30	lin. ft.	12" Sewer Pipe	1.00	30.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	40.00
1	only	Concrete Curb Inlets	40.00	40.00
1	only	Type "A" Manholes (Wood Cover)	50.00	50.00
600	lin. ft.	Salvaging & Rebuilding Wire Guard Rail	.75	450.00
600	lin. ft.	Painting Wire Guard Rail	.15	90.00
12	cu. yds.	Concrete Traffic Separators	40.00	480.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		50.00
220	lin. ft.	3/4" Electrical Conduit	.30	66.00
1	only	Metal Junction Boxes	20.00	20.00
800	cu. yds.	3" - 0" Screened Gravel in Base	2.40	1,920.00
90	cu. yds.	1½" - 0" Crushed Material in Base	3.00	270.00
60	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.00	180.00
50	M-gals.	Sprinkling	2.00	100.00
340	tons	Class "B" Asphaltic Concrete	7.00	2,380.00
200	tons	Class "C" Asphaltic Concrete	7.00	1,400.00
		Subtotal		$ 18,278.50
		10% Engr. & Cont.		1,827.85
		Total		$ 20,106.35

Length of Roadway 0.127 mile
Cost per mile $ 158,317.71

[illegible]

Bridge No. 1 (Sta. 26+52.1 to 27+73.8)

All Required		Construct and Remove Detour Bridges		$ 17,100.00
30	tons	Class "C" Asphaltic Concrete	$ 7.00	210.00
All Required		Shoring, Cribbing, Etc. (2%)		25.00
400	cu. yds.	Excavation for Bridges and Retaining Walls	2.00	800.00
20	cu. yds.	Excavation Below Elevation Shown	2.00	40.00
580	cu. yds.	Class "A" Concrete	32.00	18,560.00
76,600	lbs.	Metal Reinforcement	.08	6,128.00
				$ 42,863.00

Bridge No. 2 (Sta. 32+91.5 to 33+72.5)

16	tons	Class "C" Asphaltic Concrete	$ 7.00	$ 112.00
All Required		Shoring, Cribbing, Etc. (1%)		15.00
280	cu. yds.	Excavation for Bridges and Retaining Walls	2.00	560.00
20	cu. yds.	Excavation Below Elevation Shown	2.00	40.00
325	cu. yds.	Class "A" Concrete	32.00	10,400.00
49,300	lbs.	Metal Reinforcement	.08	3,944.00
				$ 15,071.00

Bridge No. 3 (Sta. 32+45.0 to 33+61.0)

1,600	lin. ft.	Furnish Untreated Piles	$ .40	$ 640.00
24	only	Drive Untreated Piles	50.00	1,200.00
60	M-FBM	Untreated Lumber in Place	80.00	4,800.00
20	tons	Class "B" Asphaltic Concrete	7.00	140.00
20	tons	Class "C" Asphaltic Concrete	7.00	140.00
				$ 6,920.00

Subtotal	$ 64,854.00
10% Engr. & Cont.	6,485.40
Total	$ 71,339.40

Length .038 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Rights of Way, Easements, Etc.	$ 66,000.00	$ 40,920.00	$25,080.00
38' Roadway	207.90	168.00	39.90
58' Roadway	257,939.00	208,931.00	49,008.00
54' Roadway	20,106.35	16,286.00	3,820.35
Bridges	71,339.40	57,785.00	13,554.40
	$415,592.65	$324,090.00	$91,502.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Form E-1—836—4-43

P30-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 25, 1944

Section Denver Avenue Junction

Kind of work Grading, Paving, and Bridges

Highway Pacific East

Section prefix 26-1063

Contractor Henry L. Horn

Contract number 2627

Date of contract April 14, 1943

Date of completion October 15, 1943

Date work started April 28, 1943

Estimated date of completion March 23, 1944

Amount of contract $318,166.50

Per cent of time elapsed 187 %

Estimated cost of completed project, exclusive of engineering $356,611.15

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $21,475.00, 111 %

Date project was completed March 23, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed cleaning up the project and the job was reported completed as of March 23. The bus turnout on Denver Avenue has not been constructed but as there has been some delay in getting right of way clearance, this work will be handled under "State Force"

Norberg and myself spent the week in working on the final estimate. I believe this estimate will be ready to submit in approx. one more week.

NOTED
H. G. SMITH

RECEIVED
FEB 27 1944

Signed

Address PO Box 4644, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.34	0.34			0.34
Miles partially completed					
Miles completed	0.34	0.34			0.34
Total estimated quantities	130,085 cy	12,000 cy			7,990 tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... **County,** ....**%**; .... **County,**....**%**; .... **County,** ....**%**; .... **County,** ....**%.**

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					3	3	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants**........

Compressors ...., **Bulldozers** ...., **Sheep-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy Rain at night		
Thursday	Cloudy		
Friday	Showers		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JAN 3 1944
FOR FILING
13a-B-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21st, 1943

SUBJECT: Detour Road on Gault Property on Denver-Union Intersection

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

L

Dear Sir:

The detour road on the Dewey Gault property at the Denver Avenue-Union Avenue intersection was for the purpose of maintaining the detour bridge on the easterly side of the highway. This bridge prevented the construction of Mr. Gault's building while it was in place. He built a portion of the foundation but could not complete the structure until the bridge had been removed.

I have no way of knowing whether Mr. Gault was put to any additional expense by the delay in the erection of his building; therefore, it seems to me it is a case for negotiation by the right of way department to fix the additional rental for this property.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

Copies sent to Havers

FORM E-30 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1943

SUBJECT: Easement over Gault property
at Denver and Union Avenues.

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

There is no way to place a value on the ground used for the temporary bridge during the period after the expiration of the easement. This ground was indispensable at that time, as the new structure was not completed and the detour had to continue in use. It would seem to me that, if a determination of an additional payment should be made, it should be made on the basis of the actual damage which Mr. Gault sustained.

The trouble goes back to the long delay awaiting the approval of the War Production Board to start work on the project. After this approval was obtained, the project went ahead at approximately the anticipated speed.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM

Hold for Smiths Recommendation

C.B.McC

Copies sent to [illegible]

FORM E-30 25M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1943

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

In connection with the property owned by Dewey Gault and acquired by the State by condemnation proceedings for use in connection with the Denver Avenue-Union Avenue Intersection there was a tract which was to be used for detour purposes. During the trial of the case the question came up as to the length of time that particular parcel of land would be needed for detour purposes, and I was advised that the property would not be needed by the State beyond October first, and settlement was made on that basis.

I am now advised that we actually used the property up until the eighteenth of November. The owners, through their attorney, are now asking for additional compensation, but I am at a loss to know on what basis to figure compensation if any is to be paid. The compensation in the first place was sort of put in as a lump sum fixed by the jury. In other words, a lump sum amount for the land taken, for the damage done and for the use of the parcel for detour purposes was determined without any segregation. So if we pay more, which I do not think we should, but I may not get by with my thinking, I would like suggestions as to the value of that ground to us for the additional time it was used. You probably will have to call on Mr. Young, Mr. Paxson, or H. G. Smith to help out on this.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

RECEIVED
DEC 21 1943

DEC 17 1943

RECEIVED
DEC 14 1943
FOR FILING

Br-1-1

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
December 13, 1943

Mr. J. M. Devers
Chief Counsel
Office

ATTENTION: Mr. R. W. DeArmond

Dear Sir:

Please refer to your letter of December 4 with reference to our use of a detour road on the Gault property in connection with the Denver Avenue-Union Avenue Intersection.

We are attaching hereto copy of a letter from Mr. F. T. Young, Acting Division Engineer, which is self-explanatory.

Very truly yours,

C. B. McCULLOUGH
Ass't. State Highway Engineer

JM/aw
Attach.: 1

DEC 17 1943

FORM E-90 20M 1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11th, 1943

SUBJECT: Gault Detour Road at
Denver and Union

To:
Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

Herewith letter from Mr. Young relative to the date of discontinuing use of the detour road on the Dewey E. Gault property in connection with the Denver-Union intersection.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

DEC 17 1943

(7)

FORM E-90. 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 11 1943

Portland, Oregon
December 10, 1943

SUBJECT: Gault Easement on
Denver-Union intersection.

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Please be advised that the detour bridge on the Dewey E. Gault property used in connection with the Denver Avenue Junction Project was totally removed on November 20, 1943. It was my understanding, prior to receipt of your letter dated December 7th, that a six month's period from May 25th was the allowable period that the land could be used.

Very truly yours,

F. T. Young

F. T. YOUNG
Acting Division Engineer

FTY:ct

DEC 17 1943

RECEIVED
DEC 7 1943
FOR FILING
[illegible]
[illegible]
Portland

Salem, Oregon
December 6, 1943

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

Please note the attached copy of letter from J. M. Devers requesting certain information with reference to our use of the detour road on the Dewey D. Gault property in connection with Denver Avenue-Union Avenue intersection.

Please furnish this information when convenient.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM/aw
Attach.

DEC 17 1943

FORM E-30 25M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1943

SUBJECT: L 1342
Use of detour road on Gault property in connection with Denver Avenue-Union Avenue intersection

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

In connection with the Denver-Union Avenue intersection construction project it was necessary for us to condemn property owned by Dewey D. Gault. One of the parcels of land necessary was a small parcel which is described on the attached sheet, to be used for a detour road during the construction.

The final judgment obtained in this proceeding provided that the State would have a temporary easement over the described parcel until October 15, 1943. We have received word today from the attorneys for the defendants Gault that the detour road was used until November 18, 1943.

Would you please find out the length of time that this parcel of land was actually used for detour purposes and transmit this information to us.

Yours very truly,

J. M. DEVERS

By RWDeArmond
R. W. DeARMOND
Assistant Attorney

Enclosure
RWD:AW

DEC 7 1943

FORM 5-157X 250 6-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF F. T. YOUNG, ACTING DIVISION ENGINEER
9200 S. E. McLOUGHLIN BOULEVARD
PORTLAND 2

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
DEC 9 1943
FOR FILING

1E0-B-1

December 8, 1943

NOTED
State Highway Engineer

Mr. Henry L. Horn
P. O. Box 67
North Portland, Oregon

Dear Sir:

In line with our various conversations, I again wish to impress upon you the importance of concentrating every effort to complete your Denver Avenue Junction contract at an early date.

It now seems apparent that the false work on No. 2 structure can be removed about December 10th, thus allowing opportunity to finish all paving work except the connection to the north end of structure No. 4. While this structure is part of the contract, the schedule of operation places it the last work to be done and its opening to traffic has no direct bearing or importance in the successful operation of the balance of the project. Therefore, a concentrated effort toward an early completion of all work outside of structure No. 4 will be appreciated.

I wish to express the Department's thanks for your full cooperation in handling traffic throughout the project, and I feel your continued efforts may be expected.

Very truly yours,

F. T. YOUNG
Acting Division Engineer

FTY:ct
cc - R. H. Baldock ✓
H. G. Smith
R. L. Porter

RECEIVED
FEB 15 1944
FOR FILING

Bo-B-1

Salem, Oregon
October 30, 1943

Mr. F. T. Young
Acting Division Engineer
Box 4044, Sellwood Station
Portland 2, Oregon

Dear Sir:

In the emergency requisition and invoice for the turf construction on the Denver Avenue Intersection Project, we suggest that you show a break-down of items something as follows:

_____ lbs. Grass seed at _____ $_____

_____ tons Hay (For cover) at _____ _____

_____ cwt. Fertilizer at _____ _____

_____ M-sq. ft. Turf construction at _____ _____

$_____

Turf construction will be the major item, of course, and for that, we suggest showing the quantity and unit price on a "1,000 sq. ft." basis.

If you consider it desirable, a percentage could be retained for release when it is known that the provisions of your guarantee arrangement with the dealer have been satisfied.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

FORM E-30 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 8, 1943

SUBJECT: Fills on Denver-Union Jct. Project.

To:

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The fills on the Denver-Union Junction Project are constructed of sandy loam. They comprise an area of approximately 2 1/2 acres. It seems desirable, in order to mitigate erosion, to secure a stand of grass this fall. In order to do this, the seed should be scattered following the first fall rains.

Mr. Horn, contractor on the highway work, submitted a price of $4,000. I consider this excessive, and was able to secure a bid from the Western Golf Course Supply Company of Portland of $650 per acre, or a total of $1,625.

Please advise if you sanction this work, and if so, suggest proper procedure as to working agreement and payment.

Very truly yours,

F. T. YOUNG
Acting Division Engineer

5E-
LA 2185

PTY:ct
cc - H. G. Smith

This letter requested by Mr. Baldock.

RECEIVED
OCT 9 - 1943

FORM E-123X 5M 5-43

RECEIVED
OCT 28 1943
FOR FILING

NOTED
G.S.PAXSON

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. [illegible]
[illegible] ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

120-13-1

October [illegible]3, 1943

Mr. Frank Kernan,
% Kernan Livestock Farm, Inc.,
North Portland, Oregon.

Dear Mr. Kernan:

Mr. Paxson has made quite an elaborate report to the Commission concerning your claim for damage to your gasoline tank, which damage you say was occasioned in connection with highway construction work carried on by the State's contractor. I have read the report and am satisfied that when the matter comes to the attention of the Commission the Commission will, if it gives full weight to Mr. Paxson's report, reject your claim.

I thought it only fair to give you this information so that you may have an opportunity to appear in person before the Commission so the Commission will have your side of the story when it considers the report made by Mr. Paxson. Let me know whether or not you want to be heard, and I will ask the Secretary to advise you of a time when you can be heard.

With very kind personal regards, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough

REFERRED TO
Paxson

Please note and return for our files -
McC

RECEIVED
[illegible]
FOR FILING

12-B-4

Charge to the account of ______________ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

W H LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
PORTLAND OREGON

Salem, Ore.
Oct. 18, 1943.

RECEIVED
OCT 18 1943
FOR FILING

REPLY TO YOUR TELEGRAM OCTOBER SIXTEENTH RETURN OF SURPLUS STEEL ALLOTTED FOURTH QUARTER

NO SURPLUS REQUEST INCREASE IN FOURTH QUARTERLY ALLOTMENT OF 27.2 TONS REQ UIRED TO FINISH DENVER UNION PROJECT SN-A- AP-130 B-1

PLEASE SEND COPIES FORM CMP 32

R H BALDOCK

RECEIVED
OCT 14 1943
FOR FILING

Charge to the account of ______ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☒	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM OREGON
OCTOBER 13 1943

CONSTRUCTION BRANCH
WAR PRODUCTION BOARD
WASHINGTON D C

54.6 TONS REINFORCING STEEL REQUIRED FOURTH QUARTER 1943 FOR DENVER UNION AVENUE PROJECT OREGON SN-A-FAP - 130 - B 1, 26.8 TONS OF FOURTH QUARTERLY ALLOTMENT RECEIVED ON CMP 4 C DATED 8-21-43, 27.8 TONS NOT REQUIRED AND RETURNED DURING SECOND QUARTER NOW URGENTLY REQUIRED FOR FOURTH QUARTER CONTRACTOR BEING DELAYED AND CANNOT COMPLETE PROJECT PLEASE SEND REMAINDER OF FOURTH QUARTERLY ALLOTMENT FOR 27.8 TONS STEEL EARLIEST POSSIBLE DATE

R H BALDOCK

RECEIVED
OCT 14 1943
FOR FILING

FORM E-30 25M 8-43

RECEIVED
MAR 3 1944
FOR FILING

1[illegible]-B-1

To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 8, 1943

SUBJECT: Fills on Denver-Union Jct. Project.

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The fills on the Denver-Union Junction Project are constructed of sandy loam. They comprise an area of approximately 2 1/2 acres. It seems desirable, in order to mitigate erosion, to secure a stand of grass this fall. In order to do this, the seed should be scattered following the first fall rains.

Mr. Horn, contractor on the highway work, submitted a price of $4,000. I consider this excessive, and was able to secure a bid from the Western Golf Course Supply Company of Portland of $650 per acre, or a total of $1,625.

Please advise if you sanction this work, and if so, suggest proper procedure as to working agreement and payment.

Very truly yours,

F. T. Young

F. T. YOUNG
Acting Division Engineer

FTY:ot
cc - H. G. Smith

-Filed-

RECEIVED
OCT 18 1943
FOR FILING

134-B-1

(2) W

TELEPHONE 920

HENRY L. HORN

General Contractor

~~CALDWELL, IDAHO~~
P.O. Box 67, North Portland, Oregon

October 8, 1943

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Under date of Sept. 23, 1943 we forwarded to the Priorities Division of the Commission our purchase order No. 0560 directed to Mercer Steel Co., 835 N. W. 13th Ave., Portland, Oregon, covering reinforcing steel required for Structure No. 4, Contract 2627.

Yesterday we requested delivery of a portion of that order required for footings and columns. This morning we were informed by Mr. Mercer that he has received no priority certification on the subject order and is therefore unable to make delivery.

The required steel was in his yard or on cars in his yard but another purchaser with proper priority certification demanded the steel and obtained it. Mr. Mercer will give us no assurance as to when he will be able to replenish his stock and make delivery even after receiving priority certification.

Assuming that instructions to proceed with construction of structure No. 4 gave assurance of proper certification of priorities for such critical materials as were needed, plans for the erection of the structure were made and work started. Our plan called for erection of bents Nos. 1 to 8 inclusive now. Accordingly arrangements were made with sub-contractor to drive the footing piles and footing excavations were opened.

As the ground on which the structure stands is largely sand fill the banks will slough badly if allowed to stand for any length of time. Because of the piles, re-excavation will be entirely a hand job.

Thus thru failure in this matter our costs will be increased and final completion delayed.

Yours very truly

Henry L. Horn
Henry L. Horn

RECEIVED
OCT 11 1943
OREGON
STATE HIGHWAY COMMISSION

Copies sent to
Paxson + Clymer

RECEIVED
SEP 30 1943
FOR FILING

13B-F-1

September 29, 1943

Mr. Henry L. Horn
General Contractor
Box 67
North Portland, Oregon

Dear Sir:

We refer to your letter of September 23, concerning causes contributing to a probable overrun of the time limit on the Denver Avenue Junction Project, Contract No. 2627.

It is not our practice to give consideration to matters of this kind until the work is so near completion that all causes and factors involved are known and may be considered at one time. Accordingly, we are filing your letter for consideration later.

When the work is so nearly completed that the actual completion date can be accurately estimated, please submit a request for an extension of time to some specific date, referring in that letter to your letter of September 23, and mentioning other causes, if any, that may arise in the meantime. The whole matter will then be presented to the Highway Commission for consideration and action.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
F. T. Young

SHP:ER

C
O
P
Y

HENRY L. HORN

General Contractor

Box 67, North Portland, Oregon

September 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Subject: Deferred completion date, Contract No. 2627

Dear Sir:

In line with the conversation which the writer had with you recently on the above subject there are set forth hereunder the principal factors which have served to cause delays in pursuing construction work under the subject contract.

1. Failure to award and execute contract until 28 days after opening of bids.

2. Failure or inability to provide adequate priorities for purchase of necessary lumber for Structure No. 3 and detour bridges.

3. Alteration of design of footings for Structure No. 2.

4. Cancellation of Structure No. 4 from contract and subsequent reinstatement but not until August 19, 1943.

5. Various and sundry Extra Work Orders some of which have caused delay in orderly prosecution of the contracted items.

6. Delays occasioned by the above mentioned factors will operate to the further disadvantage of having to do much of the bridge construction work after the opening of the rainy season which will cause additional delay.

In addition to the time loss there will be considerable additional expense in duplicate purchase of lumber and other materials which would have been unnecessary had it been possible to carry out the erection of the structures in sequence as originally planned instead of the nearly simultaneous erection now necessary to effect completion at the earliest possible date.

Your early consideration and reply will be appreciated.

Yours very truly

(Sgd) Henry L. Horn

Henry L. Horn

RECEIVED
OCT 6 1943
FOR FILING

135-B-1

August 31, 1943

Mr. Henry L. Horn
Highway Contractor
816 Logan Street
Caldwell, Idaho

Dear Sir:

Information comes to us to the effect that you are not complying with the provision given on page 15 of your contract for the Denver Avenue Junction Project (Contract No. 2627), which reads as follows:

> "The contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon, and shall carry on his work under the provisions of that law."

This is a violation of contract provisions which cannot be overlooked, and we, therefore, ask that you take steps immediately to correct the situation. We shall expect the State insurance to be in effect on the project mentioned ~~by not later than~~ September 5.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
F. T. Young

SHP:ER

Horn came to Salem September 14th
and arranged to carry state insurance.
SHP.

FORM E-151X 1M 5-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 16 1943
FOR FILING

13C-R-1

August 19, 1943

Mr. Henry L. Horn
P. O. Box 67
North Portland, Oregon

Dear Sir:

At the time of the award of the contract for the Denver Avenue Junction Section, you were instructed not to do any work on Structure No. 4 or the incidental work connecting with that structure until further notice from this office. This is to advise that we now have clearance from the Federal Government to go ahead with this construction, and you are directed to proceed accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CH
cc F. T. Young
J. T. Shelton
H. G. Smith
S. H. Probert ✓
L. R. Porter

RECEIVED
AUG 24 1943
FOR FILING

[illegible]

WESTERN UNION

(35)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR96 LG GOVT=PORTLAND ORG 19 1020A

1943 AUG 19 AM 10 36

R H BALDOCK=
STATE HIGHWAY ENGINEER=SALEM ORG=

REURLET AUGUST 9 SN-A-FAP 130-B(1) DENVER AVENUE JUNCTION. YOU ARE HEREBY AUTHORIZED TO PROCEED WITH CONSTRUCTION OF SWIFT BOULEVARD RAMP STRUCTURE=

LYNCH.

RECEIVED
AUG 19 1943

REFERRED TO
Paxson
By Chief Engineer

Read & place in general file.

RECEIVED
AUG 24 1943
FOR FILING

9 SN-A-FAP 130-B(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Paid Gov't Rate

RECEIVED
AUG 20 1943
STATE HIGHWAY COMMISSION

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXX Public Roads Administration

8010-20 Oregon

NOTED
ate Highway Engineer

LONGRAM

Portland, Oregon
August 19, 1943

RECEIVED
AUG 21 1943
FOR FILING

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURLET AUGUST 9 SN-A-FAP 130-B(1) DENVER AVENUE JUNCTION. YOU ARE HEREBY AUTHORIZED TO PROCEED WITH CONSTRUCTION OF SWIFT BOULEVARD RAMP STRUCTURE

Lynch

Paid Gov't Rate

RECEIVED
20 1943
STATE COMMISSION

130-B-1

August 9, 1943

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
Box 3900
Portland 8, Oregon

Dear Sir:

Subject: Denver Avenue Junction Section
[illegible]-A-FAP 130-B (1)

Your letter of March 19, 1943, advising of readiness to concur in the award of the contract for the Denver-Union Avenue Junction Section in Multnomah County withhold approval of the construction of the Swift Boulevard ramp pending further study of the situation. Our contractor was accordingly instructed not to order any materials or do any work on this structure until further notice.

In the seven months since that time, traffic has been closely studied. We are convinced that this ramp is absolutely necessary for the successful operation of the traffic interchange. If it were to be eliminated from the project, all traffic from Vancouver and points north would have to proceed south to the present connection with Swift Boulevard and make a right turn which has a center line radius of only 35 feet. This curve cannot be improved without acquiring a service station property valued at approximately $25,000. Trucks make up a large part of the traffic to Swift Boulevard, and such vehicles must, of necessity, swing out into the heavy north to south traffic stream in making this sharp turn. Traffic is steadily increasing in this section, having jumped about 8 per cent in the last year (from 26,000 in May of 1942 to 28,100 on July 15, 1943). Danger from rear end collisions and general slowing up of traffic movement are inevitable if this turning movement is attempted.

Having made this turn, Vancouver to Swift Boulevard traffic must proceed westerly to a grade intersection with Swift Boulevard to

Vancouver traffic using the Denver Avenue Undercrossing now under construction. Our traffic count of July 15, 1943, showed 1,455 vehicles from Vancouver to Swift Boulevard and 1,245 vehicles from Swift Boulevard to Vancouver. This grade intersection must take place at an acute intersection angle and in the two inside lanes of the four-lane highway at this point. Flanking it on the south is the traffic stream from Swift Boulevard to Denver Avenue and Union Avenue, amounting to 1,791 vehicles, and on the north the traffic stream from Denver Avenue and Union Avenue to Swift Boulevard, amounting to 1,425 vehicles. The total traffic at this intersection was, therefore, 5,916 vehicles at the July 15 traffic count.

Traffic of this volume will require signal installation with interruption of the free flow and reduction of the capacity of the project. In our opinion, the traffic studies of the last seven months have completely shown the necessity for the construction of this ramp and the completion of the project as originally planned and submitted to you. The major portion of the project is well along toward completion, and further delay in the decision on this matter will result in increased cost and extended time for its completion.

The strategic materials involved in the construction of the ramp are of minor importance. Metal reinforcement is estimated at approximately 55 tons. Form and falsework lumber will be salvaged, in the most part, from the materials used in building the other structures on the project. Based on the bid prices, the cost of the ramp would be $30,878, or less than 10 per cent of the total project cost. In our opinion, this is a small price (in either money or materials) to insure the complete success of the project. We would ask your early consideration of the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP CM
cc G. S. Paxson

130-B-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 7, 1943

SUBJECT: Denver Ave. Jct. Project-
Vancouver-Swift Branch.

To:

Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

In line with our conversation yesterday, the cost of the Vancouver-Swift Branch of the Denver Avenue Junction Project based on bid prices is $32,000. Of this amount $3,000 has been spent to date on wall and embankment construction, in order to make practical use of the Denver Project in case the Vancouver-Swift leg is not constructed.

Very truly yours,

F. T. Young
F. T. YOUNG
Acting Division Engineer

FTY:ct

RECEIVED
AUG 9 - 1943
STATE HIGHWAY COMMISSION

RECEIVED
JUL 9 1943
FOR FILING

120-B-1

July 8, 1943

Mr. C. L. Pilling, Mgr.
Western Waxed Paper Company
North Portland, Oregon

Dear Sir:

Complying with your request of July 6, we are mailing to you, under separate cover, a photostat print of the artist sketch of the newly contracted grade separation project at the intersection of Denver and Union Avenues south of the Columbia River Interstate Bridge.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by L. E. Parsons/ER

WESTERN WAXED PAPER COMPANY
CABLE ADDRESS "WESWAXPACO"
Division of Crown Zellerbach Corporation
PLAIN AND PRINTED WAXED PAPER PRODUCTS
UNiversity 1626
NORTH PORTLAND, OREGON

July 6, 1943

State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. S. H. Covert

I recently saw a copy of the artist sketch showing the new clover leaf road plan that is now being built at the junction of Denver and Union Avenues immediately south of the approach to the highway crossing the Columbia River at Vancouver.

With the thought in mind that it might be a distinct aid when this road is open, from a traffic standpoint to acquaint our employees how this new system will function, we would like to have you send us a copy of this sketch so that we might post it on our bulletin board.

Cordially yours,

C. L. Dilling
MANAGER

C.L.DILLING:A

130-F-1

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 30 1943

WAR PRODUCTION BOARD
WASHINGTON D C
[illegible]

REFERENCE TO APPLICATION PD 200 B FOR AN AA 2X RATING REQUIRED FOR 15200 SQUARE FEET OF PLYWOOD NEEDED FOR CONCRETE FORMS ON DENVER UNION AVENUE PORTLAND OREGON PROJECT SN-A-FAP-130 B (1) PREFERENCE RATING ORDER P 19 H SERIAL NO 62246 H

APPLICATION PD 200 B APPROVED JUNE 15 but only AA 3 RATING ASSIGNED

AN AA 2 X OR BETTER RATING IS REQUIRED CONSTRUCTION BEING DELAYED

WILL YOU PLEASE WIRE HIGHER RATING

R H BALDOCK
OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

File

Charge to the account of ______________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
JUNE 15, 1943

WAR PRODUCTION BOARD
WASHINGTON, D.C.
[illegible]

REFERENCE TO APPLICATION PD200, FOR AA-2X RATING REQUIRED FOR 15,200 SQUARE FEET OF PLYWOOD NEEDED FOR CONCRETE FORMS OF DENVER-UNION AVENUE, PORTLAND, OREGON, PROJECT [illegible]-A-FAP-130 B (1), PREFERENCE RATING ORDER P19H, SERIAL NO. 8224/42. APPLICATION PD200 SUBMITTED MAY 17. PLYWOOD NEEDED AT ONCE. CONSTRUCTION BEING DELAYED. IMMEDIATE APPROVAL REQUESTED.

R. H. BALDOCK

cc to: Henry L. Hess
Box 67, North Portland

C. T. Hodge
806 Bedell Bldg.
Portland, Oregon

May 17, 1943.

REF:- PD 200 B - P 19-B
Serial No. 82246 B

Mr. C. T. Mudge,
District Priorities Chief,
806 Bedell Bldg.,
Portland, Ore.

Dear Sir:

Please find enclosed herewith our application for project amendment Form PD-200 B.

The plywood required for concrete forms on the Denver-Union Avenue project was omitted in our application for project preference rating.

The Denver-Union Avenue has been approved by the Navy, Public Roads Administration, and the War Production Board as essential to the war program. This project when completed will relieve the traffic congestion at the important junction of Denver Avenue, Union Avenue and Swift Blvd., which is under heavy traffic from shipyard workers going to and from work and military and industrial equipment.

The plywood is urgently needed and an early approval of this application will be appreciated.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

130-B-1

May 13, 1943

Building Material Dealers' Credit Assoc.
333 S. W. Oak Street
Portland, Oregon

Attention: James Blair

Gentlemen:

In reply to your inquiry of May 12, I wish to advise that the bond furnished by Henry L. Horn in connection with his contract, No. 2627, for construction of the Denver Avenue Junction Section of the Pacific Highway West, in Multnomah County, was written by the United Pacific Insurance Company. Mr. H. W. Macduff, Board of Trade Building, Portland, is the local agent who issued the bond.

Very truly yours,

Secretary

BUILDING MATERIAL DEALERS' CREDIT ASSOCIATION

Albina Shingle Co.
Benj. Franklin F. S. & L. Assn.
Brice Mortgage Co.
Brighter Homes Paint Store
Brown Lumber Service
Builders Hdwe. & Supp. Co.
Bunnett Ven. Blind Mfg. Co.
Cascade Hardwood Floor Co.
Cashway Lumber Yard
Cavenah Lumber Co.
Central Wood Products Inc.
Chown Hardware Co.
Clark & Wilson Lumber Co.
Columbia Brick Works
Commonwealth, Inc.
Consolidated Supply Co.
Ward Cook, Inc.
Copeland Lumber Co.
J. W. Copeland Yards
Cork Floor Products Co.
Crane Company
W. H. Cress Co.
Daily Journal of Commerce
Dealers Supply Co.
Dolan Building Material Co.
Drake Lumber Co.
Du Bois Lumber Co.
Eagle Lumber Yards
Eastern & Western Lbr. Co.
East St. Johns Shingle Co.
Economy Heating Co.
Emerson Hardwood Co.
Equitable Savings & Loan Ass'n.
First Fed. S. & L. Assn.
First National Bank
Geo. H. Fitzgibbon
Francis Brothers
Francis Feed Co.
Francis Supply Co.
W. P. Fuller & Co.
General Millwork Co.
General Paint Corp.
Hatch Bldg. Material Service
Hawley Gilbert Co.
Glisan Lumber Co.
Highway Feed Store
Inman-Poulsen Lumber Co.
Jones Lumber Co.
Kendall Heating Co.
E. D. Kingsley Lumber Co.
Lakeside Lumber Co.
J. H. Lausmann
Lutz Marble Co.
Masons Supply Co.
McCraken-Ripley Co.
W. J. McCready Lumber Co.
A. McMillan & Co.
Mercer Steel Co.
Milwaukie Lumber Co.
Montavilla Planing Mills
Montavilla Feed Store
Morehouse Glass Co.
Multnomah L. & B. Sales Co.
Nickum & Kelly S. & G. Co.
Nilsson Wall Paper Co.
Northwest Mortgage Co.
Oregon Door Co.
Oregon Portland Cement Co.
Owen Lumber Co.
Pacific Bldg. Materials Co.
Pacific Portland Cement Co.
Peerless Pacific Co.
Pittsburgh Plate Glass Co.
Plumbing & Heating Sls. Co.
Portland Cham. of Commerce
Portland Con. Pipe & P. Co.
Portland Fed. S. & L. Assn.
Portland Plywood Sales Co.
Portland Shingle Co.
Portland Trust & Sav. Bank
Powell Valley Lumber Co.
P. E. Reed
Readymix Concrete Co.
A. G. Rushlight & Co.
Rushlight, Inc.
S. & S. Paint Mfg. Co.
Santa Cruz Port. Cement Co.
Schorn Paint Co.
Sherwin-Williams Co.
Southeast Portland Lbr. Co.
Stark-Davis Co.
Stone Supply Co.
Strowbridge Hdwe. & P. Co.
Jas. A. C. Tait Co.
Union Floor Co.
United States National Bank
West Portland Lumber Co.

C. W. PECORE
ASSOCIATION ATTORNEY

906 LEWIS BUILDING
333 S. W. OAK ST.
ATWATER 1361
PORTLAND, OREGON

IVAN C. ANDERSON
MANAGER

May 12, 1943

Mr. H. Glayser, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Re. H. L. Horn, Contract
Denver Ave. Interchange System

In order to expedite delivery of materials to the above, we would like to know:

1. Which Company wrote the bond
2. And which local agent issued the Bond.

This at your very earliest convenience.

Yours truly,

Building Material Dealers Cr. Assn
James Blair

REFERRED TO
Miss [illegible]
BY SECRETARY
prepare reply

RECEIVED
MAY 13 1943
OREGON
STATE HIGHWAY COMMISSION

130-15-1

May 10, 1943.

Mr. C. T. Mudge,
District Priorities Chief,
806 Bedell Bldg.,
Portland, Ore.

Ref: PD 200 B - P 19 E
Serial No. 82246 B

[redacted]

Please find enclosed herewith our application for project amendment Form PD-200 B.

The plywood required for concrete forms on the Denver-Union Avenue project was omitted in our application for project preference rating. However, the amount, $14,168.00 authorized for lumber is sufficient to cover the plywood required for the project.

The Denver-Union Avenue has been approved by the Navy, Public Roads Administration, and the War Production Board as essential to the war program. This project when completed will relieve the traffic congestion at the important junction of Denver Avenue, Union Avenue and Swift Blvd., which is under heavy traffic from shipyard workers going to and from work and military and industrial equipment.

The plywood is urgently needed and an early approval of this application will be appreciated.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

[illegible]

132-P-1

May 5, 1943

Mr. Henry L. Horn
Box 67, North Portland
Portland, Oregon

Dear Sir:

As requested by our Engineer, Mr. R. L. Porter, we enclose herewith two blueprints each of our Drawings Nos. 2066 and 7009, which show the work to be done in the vicinity of the Peninsula Golf Club House, in connection with your contract for the construction of the Denver Avenue Junction Project in Multnomah County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. E. Probert
Office Engineer

WGO'M:EE

Encl.

cc to H. G. Smith
F. T. Young
R. L. Porter

RECEIVED
MAY 1 1943
FOR FILING

13-P-1

April 30, 1943

Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2627, which was awarded to you on April 14, 1943, covering grading, paving and bridge construction on the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County. This is for your records and files.

Please note on page 167 that you signed this copy of the contract in the space designated for "surety" rather than "principal". Will you, therefore, kindly sign it as principal. All other copies of the contract were signed correctly.

Very truly yours,

AH

Secretary

RECEIVED
APR 1 [illegible]
FOR FILING

130-B-1

April 15, 1943

Mr. Henry L. Horn
816 Logan Street
Caldwell, Idaho

Dear Sir:

We are forwarding to you today, by express, four copies of contract No. 2627 which was awarded to you on April 14, 1943, covering grading, paving and bridge construction on the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 on page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

April 15, 1943

Senator Chas. L. McNary
Senate Office Building
Washington, D. C.

Dear Senator McNary:

I thank you for your interest and your assistance in securing approval from the Facilities Review Committee for the construction of the Denver-Union Avenue traffic interchange.

Sincerely yours,

T. H. Banfield
Chairman

Postal Telegraph

ASS OF SERVICE
is a full-rate
egram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(28)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRJ172 14 GOVT=SN WASHINGTON DC 13 500P 1943 APR 13 PM 2 3

T H BANFIELD, CHAIRMAN=
OREGON STATE HIGHWAY COMM STATE OFFICE BLDG

AM INFORMED THAT YOUR PROJECT HAS BEEN APPROVED BY FACILITIES AND REVIEW COMMITTEE REGARDS=

CHAS L MCNARY USS=

Sgt. John W. Roads

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

T

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PROJ

RD.

YARDS H VA

SHIPB NAM

EQUIVALENT TO THAT OF THE

T. H. BANFIELD, CHAIRMAN. R. H. BALDOCK, CHIEF ENGR.

130-B-1

RECEIVED

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(41)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R32(NINE) 29 NL GOVT=SU WASHINGTON DC 2

1943 APR 2 PM 3 42

T H BANFIELD=
:CHAIRMAN OREGON STATE HIGHWAY COMMISSION STATE OFFICE BLDG
SALEM ORE:

L

=YOUR PROJECT WHICH IS WPB NO. 82246 HAS JUST GONE TO FACILITIES REVIEW COMMITTEE. I SHALL KEEP IN CONSTANT TOUCH WITH PROGRESS AND COOPERATE WITH YOU FULLY. KINDEST REGARDS=

FOR FILING

CHAS L MCNARY USS.

WPB NO. 82246

SENATOR CHAS. L. MCNARY [illegible] SALEM ORE APR 1 1943
SENATE OFFICE BLDG., WASHINGTON, D. C.

TRAFFIC AT INTERSECTION OF DENVER AND UNION AVENUES AND SWIFT BOULEVARD PROJECT SN-A-FAP-130-B(1) WHICH HAS BEEN CONGESTED FOR PAST EIGHT YEARS HAS BECOME ACUTE SINCE BUILDING OF KAISER SHIPYARDS AND AT TIMES TRAFFIC IS BACKED UP IN SOLID LINE FOR ONE AND ONE HALF MILES NORTH FROM THIS INTERSECTION ACROSS INTERSTATE BRIDGE AND UP TO NINTH STREET IN VANCOUVER WASHINGTON STOPPING ALL CROSS TRAFFIC IN THAT CITY. VANPORT THE SECOND CITY OF OREGON WILL SOON BE OCCUPIED AND TRAFFIC WILL BACK UP A MILE SOUTH OF THIS INTERSECTION AND PREVENT ACCESS TO VANPORT. NEW TRAFFIC GENERATED THROUGH BUILDING OF VANPORT, A CITY OF FORTY THOUSAND PEOPLE, WILL MAKE PRESENT SITUATION IMPOSSIBLE. THIS DEPARTMENT HAS DESIGNED AND HAS RECEIVED VERY SATISFACTORY BID FOR BUILDING TRAFFIC INTERCHANGE SEPARATING CROSS STREAMS AT GRADE FOR A COST OF ABOUT $350,000. PROJECT APPROVED BY NAVY AND PUBLIC ROADS ADMINISTRATION AND WILL BE BEFORE FACILITIES REVIEW BOARD OF WPB APRIL SECOND. FAILURE TO APPROVE THIS PROJECT WILL WORK SERIOUS HARDSHIP ON WAR EFFORT IN PORTLAND AREA AND WILL APPRECIATE YOUR GOOD OFFICES TOWARD OBTAINING APPROVAL OF THIS PROJECT FROM THE FACILITIES REVIEW BOARD. THIS FACILITY WILL SERVE THE NEEDS OF THE MARITIME YARDS IN BOTH VANCOUVER AND PORTLAND AND SHOULD HAVE A PRIORITY EQUIVALENT TO THAT OF THE SHIPBUILDERS NAMELY AA-3.

T. H. BANFIELD, CHAIRMAN. R. H. BALDOCK, CHIEF ENGR.

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER	X	WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

File

APR 2

SENATOR CHAS. L. MCNARY SALEM ORE APR 1 1943
SENATE OFFICE BLDG., WASHINGTON, D. C.

TRAFFIC AT INTERSECTION OF DENVER AND UNION AVENUES AND SWIFT BOULEVARD PROJECT SN-A-FAP-130-B(1) WHICH HAS BEEN CONGESTED FOR PAST EIGHT YEARS HAS BECOME ACUTE SINCE BUILDING OF KAISER SHIPYARDS AND AT TIMES TRAFFIC IS BACKED UP IN SOLID LINE FOR ONE AND ONE HALF MILES NORTH FROM THIS INTERSECTION ACROSS INTERSTATE BRIDGE AND UP TO NINTH STREET IN VANCOUVER WASHINGTON STOPPING ALL CROSS TRAFFIC IN THAT CITY. VANPORT THE SECOND CITY OF OREGON WILL SOON BE OCCUPIED AND TRAFFIC WILL BACK UP A MILE SOUTH OF THIS INTERSECTION AND PREVENT ACCESS TO VANPORT. NEW TRAFFIC GENERATED THROUGH BUILDING OF VANPORT, A CITY OF FORTY THOUSAND PEOPLE, WILL MAKE PRESENT SITUATION IMPOSSIBLE. THIS DEPARTMENT HAS DESIGNED AND HAS RECEIVED VERY SATISFACTORY BID FOR BUILDING TRAFFIC INTERCHANGE SEPARATING CROSS STREAMS AT GRADE FOR A COST OF ABOUT $350,000. PROJECT APPROVED BY NAVY AND PUBLIC ROADS ADMINISTRATION AND WILL BE BEFORE FACILITIES REVIEW BOARD OF WPB APRIL SECOND. FAILURE TO APPROVE THIS PROJECT WILL WORK SERIOUS HARDSHIP ON WAR EFFORT IN PORTLAND AREA AND WILL APPRECIATE YOUR GOOD OFFICES TOWARD OBTAINING APPROVAL OF THIS PROJECT FROM THE FACILITIES REVIEW BOARD. THIS FACILITY WILL SERVE THE NEEDS OF THE MARITIME YARDS IN BOTH VANCOUVER AND PORTLAND AND SHOULD HAVE A PRIORITY EQUIVALENT TO THAT OF THE SHIPBUILDERS NAMELY AA-3.

T. H. BANFIELD, CHAIRMAN. R. H. BALDOCK, CHIEF ENGR.

[illegible]

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM	☒	NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
APR 1[illegible]
FOR FILING

SALEM ORG
APRIL 10 1943

SENATOR RUFUS C HOLMAN
SENATE OFFICE BUILDING
WASHINGTON D. C.

THANK YOU FOR YOUR ABLE ASSISTANCE IN GAINING APPROVAL OF DENVER AVENUE TRAFFIC INTERCHANGE PROJECT

T. H. BANFIELD, CHAIRMAN
STATE HIGHWAY COMMISSION

[illegible]
FOR FILING

OREGON STATE HIGHWAY COMMISSION

FACILITIES REVIEW COMMITTEE HAS APPROVED INTERSECTION PROJECT DENVER AND UNION AVENUES AND SWIFT BOULEVARD AND PRIORITY RATING SHOULD BE AVAILABLE PROMPTLY= ADVISE IF I CAN BE OF FURTHER ASSISTANCE=

RUFUS C HOLMAN USS=

Thank you for your able assistance in gaining approval of Denver Union Traffic interchange project.

T. H. Banfield

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(25)

SYMBOLS

DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRJ102 29 GOVT=SN WASHINGTON DC 10 1209P

1943 APR 10 AM 9 27

RECEIVED
APR 1[illegible]
FOR FILING

T H BANFIELD, CHAIRMAN=
OREGON STATE HIGHWAY COMMISSION

FACILITIES REVIEW COMMITTEE HAS APPROVED INTERSECTION PROJECT DENVER AND UNION AVENUES AND SWIFT BOULEVARD AND PRIORITY RATING SHOULD BE AVAILABLE PROMPTLY. ADVISE IF I CAN BE OF FURTHER ASSISTANCE=

RUFUS C HOLMAN USS.

Thank you for your able assistance in gaining approval of Denver Union Traffic Interchange project.

T H Banfield

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

130-13-1

RECEIVED
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
7

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(361).

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R29 (TWO) 17 GOVT=SU WASHINGTON DC 2 444P 1943 APR 2 PM 3 38

T H BANFIELD, CHAIRMAN=
=OREGON STATE HIGHWAY COMMISSION TIS ANS NL SALEM ORE=

=HAVE CONTACTED FACILITIES REVIEW COMMITTEE AND AM URGING IMMEDIATE FAVORABLE ACTION PROJECT REFERRED TO. WILL ADVISE DECISION=

=RUFUS C HOLMAN USS.

NOTED
State Highway Engineer

RECEIVED
FOR FILING

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER	☒	WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

File

SENATOR RUFUS C. HOLMAN
SENATE OFFICE BLDG., WASHINGTON, D. C.

SALEM ORE APRIL 1 1943

TRAFFIC AT INTERSECTION OF DENVER AND UNION AVENUES AND SWIFT BOULEVARD PROJECT SN-A-FAP-130-B(1) WHICH HAS BEEN CONGESTED FOR PAST EIGHT YEARS HAS BECOME ACUTE SINCE BUILDING OF KAISER SHIPYARDS AND AT TIMES TRAFFIC IS BACKED UP IN SOLID LINE FOR ONE AND ONE HALF MILES NORTH FROM THIS INTERSECTION ACROSS INTERSTATE BRIDGE AND UP TO NINTH STREET IN VANCOUVER WASHINGTON STOPPING ALL CROSS TRAFFIC IN THAT CITY. VANPORT THE SECOND CITY OF OREGON WILL SOON BE OCCUPIED AND TRAFFIC WILL BACK UP A MILE SOUTH OF THIS INTERSECTION AND PREVENT ACCESS TO VANPORT. NEW TRAFFIC GENERATED THROUGH BUILDING OF VANPORT, A CITY OF FORTY THOUSAND PEOPLE, WILL MAKE PRESENT SITUATION IMPOSSIBLE. THIS DEPARTMENT HAS DESIGNED AND HAS RECEIVED VERY SATISFACTORY BID FOR BUILDING TRAFFIC INTERCHANGE SEPARATING CROSS STREAMS AT GRADE FOR A COST OF ABOUT $350,000. PROJECT APPROVED BY NAVY AND PUBLIC ROADS ADMINISTRATION AND WILL BE BEFORE FACILITIES REVIEW BOARD OF WPB APRIL SECOND. FAILURE TO APPROVE THIS PROJECT WILL WORK SERIOUS HARDSHIP ON WAR EFFORT IN PORTLAND AREA AND WILL APPRECIATE YOUR GOOD OFFICES TOWARD OBTAINING APPROVAL OF THIS PROJECT FROM THE FACILITIES REVIEW BOARD. THIS FACILITY WILL SERVE THE NEEDS OF THE MARITIME YARDS IN BOTH VANCOUVER AND PORTLAND AND SHOULD HAVE A PRIORITY EQUIVALENT TO THAT OF THE SHIPBUILDERS NAMELY AA-3.

T. H. BANFIELD, CHAIRMAN. R.H.BALDOCK,CHIEF ENGR.

13-R-1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
APRIL 14TH, 1942

RECEIVED
APR 15 1942
FOR FILING

HENRY L. [illegible]
816 LOGAN STREET
CALDWELL, IDAHO

ADVISE BY WIRE SOURCE OF BORROW MATERIAL FOR [illegible]-[illegible] PROJECT, AS IT IS NECESSARY TO CLOSE OPTIONS ON [illegible]-[illegible] PIT IF YOU CONTEMPLATE USING IT.

R. H. BALDOCK

120-E-1

April 14, 1943

Mr. Henry L. Horn
Contractor
Caldwell, Idaho

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for grading, surfacing, paving and bridge construction on the Denver Avenue Junction Section of the Pacific Highway East, in Multnomah County. This award was based on your low bid of $316,116.50 submitted on March 17, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paxson

Charge to the account of ____________

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM OREGON APRIL 14 1943

HENRY L. HORN
CALDWELL IDAHO

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF DENVER AVENUE JUNCTION SECTION OF PACIFIC HIGHWAY EAST, MULTNOMAH COUNTY, BASED ON YOUR LOW BID SUBMITTED MARCH 17 1943. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

7.16

B-B-1

STANDARD TIME INDICATED

RECEIVED AT
~~375~~ STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(56)......

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R28 (SIX) 22/20 GOVT LG=NX PORTLAND ORE 14 1249P=

1943 APR 14 PM 12 57

: R H BALDOCK=
STATE HIGHWAY ENGINEER (SALEM ORE)=

:REURTEL TODAY I HEREBY CONCUR IN AWARD OF CONTRACT ON OREGON SN-A-FAP 130-B (1) TO LOW BIDDER HENRY L. HORN=

LYNCH.

SN-A-FAP 130-B(1).

attach
[illegible] Baldock
[illegible]
R22 (Sec) 22/20

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		**CABLE**	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
APRIL 14, 1943

RECEIVED
APR 15 19
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD TODAY CONTRACT FOR DENVER AVENUE JUNCTION PROJECT TO HENRY L. HORN OF CALDWELL, IDAHO. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
FOR FILING

120-E-1

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE			
DOMESTIC		FOREIGN	
FULL RATE		FULL RATE	
DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

COPY

File

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM ORE APR 12 1943

THOS H MACDONALD

ATTENTION OF H E HILTS PUBLIC ROADS ADMINISTRATION WASHINGTON D C

SENATOR HOLMAN ADVISES THAT FACILITIES REVIEW COMMITTEE HAS APPROVED DENVER UNION TRAFFIC INTERCHANGE. LYNCH RECEIVED WIRE FROM YOUR OFFICE WHICH WAS SOMEWHAT GARBLED AND WIRED AGAIN FOR FULL INFORMATION. WE CANNOT HOLD CONTRACTOR LONGER THAN THIRTY DAYS WHICH TIME EXPIRES THURSDAY NIGHT THIS WEEK AND WE SHOULD MAKE AWARD BY THAT TIME TO GAIN ADVANTAGE OF EXTREMELY GOOD BID. WOULD APPRECIATE YOUR WIRING LYNCH IF APPROVAL IS GRANTED SO THAT HE MAY CONCUR IN AWARD OTHERWISE ADVISE ME WHEN WE MAY EXPECT APPROVAL

R H BALDOCK

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
APR 6 1943
FOR FILING

SALEM ORE APR 5 1943

PUBLIC ROADS ADMINISTRATION ATTENTION HILTS

WASHINGTON D C

PROPOSED DENVER AVENUE TRAFFIC INTERCHANGE PROJECT CAN BE BUILT WITH MANPOWER NOW IN AREA AND WITHOUT TAKING AWAY ANY MANPOWER FROM SHIPYARD OR OTHER CRITICAL WAR INDUSTRIES IN AREA

T H BANFIELD
CHAIRMAN OREGON STATE HIGHWAY COMMISSION

123-13-1

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM	X	NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM ORE APR 5 1943

GEORGE C OBER
TOWER BUILDING WASHINGTON D C

FOLLOWING TELEGRAM SENT TONIGHT TO PRA ATTENTION HILTS "PROPOSED DENVER AVENUE TRAFFIC INTERCHANGE PROJECT CAN BE BUILT WITH MANPOWER NOW IN AREA AND WITHOUT TAKING AWAY ANY MANPOWER FROM SHIPYARD OR OTHER CRITICAL WAR INDUSTRIES IN AREA"

T H BANFIELD
CHAIRMAN OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1943

Const
Projects
Grade Crossings

SUBJECT: War Department Conference
on Denver-Union Avenue Dikes

To: Mr. R. H. Baldock
Chief Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

I have arranged a meeting with Mr. Hixson of the U. S. Engineers for 10:30 a.m. on Tuesday, April 6, at his office in the Pittock Block.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

RECEI
APR 2
FO

Local
Projects
Grade Crossings

March 31, 1943

Mr. G. S. Paxson

Please give me a detailed plan, which probably can be shown on one of the artist's sketches of the Denver-Union traffic interchange, so that we can discuss the question with Lawrence W. Bixby, Chief Administrative Assistant of the War Department. Please see me tomorrow and we will arrange to contact him next Tuesday morning.

R. H. Baldock

RHB:HI

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE PO 611 (Port. Dist.)-13.1

5

March 22, 1943.

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter of March 18 with reference to proposed traffic separation at intersection of Denver and Union Avenues has been received and I wish to thank you for the information presented.

In the first paragraph you state that "A short section of this main river dike lying west of the highway is modified by our construction, but is replaced with dikes to the same height as the existing construction." It will be appreciated if detailed plans of work proposed in this vicinity can be submitted for study before any modification of the dike is undertaken, as this is a vital part of the levee system protecting Peninsula District No. 1, in which is located the new town of Vanport.

It is our understanding that your plans propose a road elevation of 32 feet M.S.L. west of the main highway. This is approximately the height of the flow line for which the levees were designed, but would leave nothing for freeboard in case of a flood of design magnitude. With a wide paved crest, of course less freeboard is needed than with an earth fill, but overflow must be prevented as this would wash out the embankments. Sandbagging of the road section would offer a solution, but this would probably stop traffic on the road leading east or out of the district. If your roadway was built slightly higher at this point such sandbagging would probably not be necessary and an uninterrupted flow of traffic could be maintained.

It appears desirable, if agreeable to you, that the plans be discussed with engineers of this office so that the whole situation may be fully understood and possible changes, which it appears may be rather minor, worked out to the satisfaction of all concerned.

For the District Engineer: Lawrence W Bixby
LAWRENCE W. BIXBY
CHIEF ADMIN. ASST.
Roy W. Scheufele,
Major, Corps of Engineers,
Executive Officer.

FOR VICTORY
BUY
UNITED STATES DEFENSE
BONDS
AND
STAMPS

aldock:

Is there anything you want me to do with this card?

G H Parsons

R. H. Baldock
Chief Engineer

RHB:HI

RECEIVED
FOR [illegible]

March 29, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The elimination of the curved ramp carrying the southbound Vancouver-to-Swift Road traffic from the Denver Avenue-Union Avenue traffic interchange would effect an estimated construction saving of $30,878. This figure is based upon unit bids received at the Highway Commission meeting of March 17. The Right of Way Department estimates that a saving in right of way costs of approximately $1,000 could be made if the ramp were permanently eliminated. In view of the necessity for its eventual construction, it would appear, however, that the entire right of way should be purchased at this time, as the total cost would be materially higher if the purchase were made in two steps. The total saving for both construction and right of way would be approximately $32,000.

I trust you will permit the cost of the ramp to remain in the contract setup so that we may further demonstrate to you its vital need before the contract is completed.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

FORM E-30 [illegible] 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1943

SUBJECT: Denver Avenue-Union
Avenue Traffic Interchange

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

The elimination of the curved ramp carrying the southbound Vancouver to Swift Road traffic from this project would effect an estimated construction saving of $30,878. This figure is based upon unit bids received at the Highway Commission meeting of March 17. The Right of Way Department estimates that a saving in right of way costs of approximately $1,000 could be made if the ramp were permanently eliminated. In view of the necessity for its eventual construction, it would appear, however, that the entire right of way should be purchased at this time, as the total cost would be materially higher if the purchase were made in two steps. The total saving for both construction and right of way would be approximately $32,000.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As discussed in our telephone conversation of March 23, we have been advised that concurrence in award of contract for Oregon SN-A-FAP 130-B, Denver-Union Grade Separation, should not be given until the project has been cleared by the War Production Board. You will be notified immediately upon receipt of advice that it has been cleared.

NOTED

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAR 30 1943
OREGON
STATE HIGHWAY COMMISSION

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(07)

SYMBOLS

DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRJ107 12 GOVT=WUX WASHINGTON DC 27 349P

1943 MAR 27 PM 1 15

R H BALDOCK, STATE HIGHWAY ENGINEER=
STATE HIGHWAY COMMISSION

RETEL MARCH 26 PROJECT BEFORE WAR PRODUCTION BOARD WILL ENDEAVOR TO EXPEDITE=

HILTS

RECEIVED
MAR 30 1[illegible]
FOR FILING

NOTED
State Highway Engineer

9422 D-209
W.Q.

26 HILTS

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE DESIRED	
DOMESTIC	**CABLE**
TELEGRAM ☐	ORDINARY ☐
DAY LETTER ☐	URGENT RATE ☐
SERIAL ☐	DEFERRED ☐
OVERNIGHT TELEGRAM ☐	NIGHT LETTER ☐
SPECIAL SERVICE ☐	SHIP RADIOGRAM ☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF WESTERN UNION TELEGRAM

SALEM ORE MAR 26 1943

H. E. HILTS

PUBLIC ROADS ADMINISTRATION WASHINGTON D C

ADVISE WHEN YOU EXPECT APPROVAL WAR PRODUCTION BOARD CONSTRUCTION DENVER UNION TRAFFIC INTERCHANGE. CONTRACTOR IMPATIENT TO GET STARTED. AWARD HELD PENDING WPB APPROVAL.

R. H. BALDOCK

WASHINGTON, D. C. MARCH 27, 1943

R H BALDOCK
STATE HIGHWAY ENGINEER
STATE HIGHWAY COMMISSION
SALEM, OREGON

REYOURTEL MARCH 26. PROJECT BEFORE WAR PRODUCTION BOARD. WILL ENDEAVOR TO EXPEDITE

HIDES

CONFIRMATION

RECEIVED
APR 1 - 1943
OREGON
STATE HIGHWAY COMMISSION

Public Roads Administration

130-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are ready to concur in award of contract on Oregon SN-A-FAP 130-B (1), Denver Avenue Junction Section, to Henry L. Horn, Caldwell, Idaho, who submitted the low bid on March 17, 1943, upon advice that right of entry with respect to rights of way not acquired has been obtained.

Our concurrence will except construction of the Swift Boulevard Ramp connection which is to be decided later. Will you please give us a detailed estimate of the cost of this connection based on contract prices. The right of way costs should also be included with the estimate.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
MAR 20 1943
OREGON
STATE HIGHWAY COMMISSION

FOR [illegible]

Grade Drawings

150-1-1

March 18, 1943

The District Engineer
War Department
628 Pittock Block
Portland, Oregon

Attention of Major Roy W. Scheufele

Dear Sir:

Reference is made to your letter of March 15 concerning the proposed traffic interchange at the intersection of Denver Avenue and Union Avenue. This traffic interchange necessitates the opening of the highway embankment approximately 80 feet south of the south end of the Oregon Slough Bridge. The lower road through this opening in the highway embankment is at Elevation 29.0; however, just west of the highway embankment the lower road grade reaches an elevation of 32.0. The Denver Avenue highway embankment therefore still acts as a dividing dike between Peninsula Drainage District No. 1 and Peninsula Drainage District No. 2 effective up to an elevation of 32.0. The main dike alongside the bank of Oregon Slough is not interfered with in any way east of the highway. A short section of this main river dike lying west of the highway is modified by our construction, but is replaced with dikes to the same height as the existing construction.

There is also to be an undercrossing of the present Union Avenue roadway at a point approximately 450 feet west of the intersection of Union Avenue and Denver Avenue. The lower roadway elevation at this structure is 20.5. This can have no possible effect on Peninsula Drainage District No. 1 or on the City of Vanport.

Multnomah County advised us that there is no record of any agreement between the county and the Peninsula Drainage Districts giving them any right to assume that the Denver Avenue highway embankment was a dike. This embankment was constructed by the county for highway purposes. It is the opinion of this department that no use of such highway grade by a drainage district imposes any liability upon the State and that, therefore, we may, without liability, use or modify the existing highway grade for any use which contributes to the public convenience. We do not wish to appear arbitrary in this matter, but we do not believe that the incidental use of highway facilities by any outside organization makes us liable for the expenditure of highway funds to continue such incidental use.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CH
cc G. S. Paxson

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE ______

6/5

March 15, 1943.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

The Portland daily papers of March 14, 1943, carried a cut indicating a proposed highway improvement at the Portland end of the Interstate Bridge across the Columbia River.

It is noted that the plan was proposed by the Oregon State Highway Commission. The Federal government has, as you know, a large investment in flood protection improvements in the Peninsula Drainage Districts Nos. 1 and 2 in this vicinity, and is vitally concerned in the protection of these areas and the populations therein from flooding. Denver Avenue and Union Avenue fills where joined near the bridge form the east side protection for Peninsula District No. 1 and the west side protection for District No. 2. Any lowering or reduction of section of the river front dike or an underpass through the dike carrying Highway No. 99, as indicated in the cut, will reduce the protection the existing improvements now afford these districts. This is now especially important in view of the large population in the new town of Vanport in Peninsula District No. 1.

It will therefore be appreciatedif you will advise this office at an early date as to what construction is contemplated in your plans to insure the same degree of protection as is now provided for these districts, it being realized that newspaper cuts of artists' conceptions do not always indicate the construction actually planned.

For the District Engineer:

Roy W. Scheufele,
Major, Corps of Engineers,
Executive Assistant.

FOR VICTORY
BUY
UNITED
STATES
DEFENSE
BONDS
AND
STAMPS

RECEIVED
MAR 17 1943
STATE [illegible] SION

RECEIVED
APR 11 1944
FOR FILING

130-B-1

March 13, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Denver Avenue Junction Section, Project No. SN-A-FAP 130-B (1), in which estimate the quantities of metal reinforcement for the 58' roadway section and bridge number 4 have been increased.

Five copies of the letter sent to prospective bidders, advising of the change in the bid quantity for metal reinforcement, are likewise enclosed.

Five blueprint copies of the revised quantity summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Strategic Network Project
No. SN-A-130-B (1)

DENVER AVENUE JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, March 13, 1943

All Required	Lands, Rights of Way, Easements, Etc.		$ 50,000.00

ROADWORK

38' Roadway (Sta. 26+11.4 to 26+52.1)

30	lin. ft.	3/4" Electrical Conduit	$ .60	$ 18.00
2	only	Metal Junction Boxes	15.00	30.00
10	tons	Class "B" Asphaltic Concrete	8.00	80.00
10	tons	Class "C" Asphaltic Concrete	8.00	80.00
		Subtotal		$ 208.00
		10% Engr. & Cont.		20.80
		Total		$ 228.80

Length of Roadway .008 mile
Cost per mile $ 286,000.00

58' Roadway (Sta. 27+73.8 to 32+31.5) (Sta. 33+72.5 to 37+26.65)

All Required		Clearing and Grubbing (90%)		$ 900.00
4,550	sq. yds.	Removal of Pavement	$ .50	2,275.00
1,520	lin. ft.	Removal of Curbs and Toe Walls	.15	228.00
360	sq. yds.	Removal of Traffic Islands	.50	180.00
620	lin. ft.	Removal of Traffic Separators	.20	124.00
5	only	Removal of Light Standards	15.00	75.00
800	lin. ft.	Reestablishment of Lighting Circuit	.50	400.00
1,280	cu. yds.	Structural Excavation, Unclassified	2.50	3,200.00
15,700	cu. yds.	General Excavation, Unclassified	1.25	19,625.00
95,500	cu. yds.	Borrow Excavation, Unclassified	.85	81,175.00
All Required		Finishing Roadbed Slopes and Graded Areas (90%)		1,800.00
1,330	lin. ft.	4" Sewer Pipe	.50	665.00
1,540	lin. ft.	6" Sewer Pipe	.75	1,155.00

2,370	lin. ft.	12" Sewer Pipe	$ 1.30	$ 3,081.00
350	lin. ft.	18" Sewer Pipe	3.00	1,050.00
460	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	460.00
29	only	Concrete Curb Inlets	35.00	1,015.00
10	only	Concrete Inlets (Wood Grating)	35.00	350.00
1	only	Type "A" Manholes (Concrete Cover)	125.00	125.00
10	only	Type "A" Manholes (Wood Cover)	125.00	1,250.00
500	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	1.00	500.00
750	lin. ft.	Painting Wire Guard Rail	.35	262.50
1,000	lin. ft.	Wood Guard Rail	1.75	1,750.00
370	cu. yds.	Concrete Curbs	30.00	11,100.00
300	sq. yds.	Concrete Walks	2.00	600.00
120	lin. ft.	Expansion Joints in Walks	.15	18.00
28	cu. yds.	Concrete Traffic Separators	30.00	840.00
260	cu. yds.	Concrete Traffic Islands	30.00	7,800.00
15	only	Concrete Junction Boxes	15.00	225.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		315.00
3,550	lin. ft.	3/4" Electrical Conduit	.60	2,130.00
150	lin. ft.	1" Electrical Conduit	.75	112.50
23	only	Metal Junction Boxes	15.00	345.00
9,400	cu. yds.	3" - 0" Screened Gravel in Base	2.50	23,500.00
1,610	cu. yds.	1½" - 0" Crushed Material in Base	3.50	5,635.00
640	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	2,240.00
120	cu. yds.	½" - 0" Material in Cushion Course	3.50	420.00
450	M-gals.	Sprinkling	2.00	900.00
5,430	tons	Class "B" Asphaltic Concrete	8.00	43,440.00
1,180	tons	Class "C" Asphaltic Concrete	8.00	9,440.00
All Required		Shoring, Cribbing, Etc. (40%)		400.00
650	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,625.00
40	cu. yds.	Excavation Below Elevations Shown	5.00	200.00
195	cu. yds.	Class "A" Concrete	30.00	5,850.00
800	sq. yds.	Precast Slope Pavement in Place	3.00	2,400.00
16,900	lbs.	Metal Reinforcement	.08	1,352.00
				$242,533.00

Bridge No. 4 (Vancouver-Swift Branch)

44	tons	Class "C" Asphaltic Concrete	$ 8.00	$ 352.00
All Required		Shoring, Cribbing, Etc. (20%)		200.00
370	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	925.00
20	cu. yds.	Excavation Below Elevations Shown	5.00	100.00
600	cu. yds.	Class "A" Concrete	30.00	18,000.00

109,200	lbs.	Metal Reinforcement	$ .08	$ 8,736.00
				$ 28,313.00
		Subtotal		$270,846.00
		10% Engr. & Cont.		27,084.60
		Total		$297,930.60

Length of Roadway 0.165 mile
Cost per mile $1,805,640.00

34' Roadway (Sta. 37+26.65 to 44+00)

All Required		Clearing and Grubbing (10%)		$ 100.00
250	sq. yds.	Removal of Pavement	$ .50	125.00
80	lin. ft.	Removal of Curbs and Toe Walls	.15	12.00
20	cu. yds.	Structural Excavation, Unclassified	2.50	50.00
14,500	cu. yds.	Borrow Excavation, Unclassified	.85	12,325.00
All Required		Finishing Roadbeds, Slopes and Graded Areas (10%)		200.00
170	lin. ft.	4" Sewer Pipe	.50	85.00
60	lin. ft.	8" Sewer Pipe	.75	45.00
30	lin. ft.	12" Sewer Pipe	1.30	39.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	40.00
1	only	Concrete Curb Inlets	35.00	35.00
1	only	Type "A" Manholes (Wood Cover)	125.00	125.00
600	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	1.00	600.00
600	lin. ft.	Painting Wire Guard Rail	.35	210.00
12	cu. yds.	Concrete Traffic Separators	30.00	360.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		35.00
220	lin. ft.	3/4" Electrical Conduit	.60	132.00
1	only	Metal Junction Boxes	15.00	15.00
800	cu. yds.	3" - 0" Screened Gravel in Base	2.50	2,000.00
90	cu. yds.	1½" - 0" Crushed Material in Base	3.50	315.00
60	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	210.00
50	M-gals.	Sprinkling	2.00	100.00
340	tons	Class "B" Asphaltic Concrete	8.00	2,720.00
200	tons	Class "C" Asphaltic Concrete	8.00	1,600.00
		Subtotal		$ 21,478.00
		10% Engr. & Cont.		2,147.80
		Total		$ 23,625.80

Length of Roadway 0.127 mile
Cost per mile $186,029.92

3

STRUCTURES

Bridge No. 1 (Sta. 26+52.1 to 27+73.8)

All Required		Construct and Remove Detour Bridges		$ 13,000.00
30	tons	Class "C" Asphaltic Concrete	$ 8.00	240.00
All Required		Shoring, Cribbing, Etc. (25%)		250.00
400	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,000.00
20	cu. yds.	Excavation Below Elevation Shown	5.00	100.00
580	cu. yds.	Class "A" Concrete	30.00	17,400.00
76,600	lbs.	Metal Reinforcement	.08	6,128.00
				$ 38,118.00

Bridge No. 2 (Sta. 32+91.5 to 33+72.5)

16	tons	Class "C" Asphaltic Concrete	$ 8.00	$ 128.00
All Required		Shoring, Cribbing, Etc. (15%)		150.00
280	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	700.00
20	cu. yds.	Excavation Below Elevation Shown	5.00	100.00
325	cu. yds.	Class "A" Concrete	30.00	9,750.00
49,300	lbs.	Metal Reinforcement	.08	3,944.00
				$ 14,772.00

Bridge No. 3 (Sta. 32+45.0 to 33+61.0)

1,600	lin. ft.	Furnish Untreated Piles	$ .40	$ 640.00
24	only	Drive Untreated Piles	30.00	720.00
60	M-FBM	Untreated Lumber in Place	115.00	6,900.00
20	tons	Class "B" Asphaltic Concrete	8.00	160.00
20	tons	Class "C" Asphaltic Concrete	8.00	160.00
				$ 8,580.00

Subtotal	$ 61,470.00
10% Engr. & Cont.	6,147.00
Total	$ 67,617.00

Length .038 mile

4

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Rights of Way, Easements, Etc.	$ 50,000.00	$ 30,500.00	$19,500.00
38' Roadway	228.80	185.00	43.80
58' Roadway	297,930.60	241,318.00	56,612.60
64' Roadway	23,625.80	19,138.00	4,487.80
Bridges	67,617.00	54,769.00	12,848.00
	$439,402.20	$345,910.00	$93,492.20

[illegible]

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Clerk
Projects
Grade Crossings

Salem, Oregon
March 9, 1943

Mr. F. T. Young
Acting Division Engineer
Box 4044, Sellwood Station
Portland, Oregon

Dear Sir:

In acquiring rights of way for the Denver Avenue Junction Project, it has been necessary to agree to an extension of the cut-off wall which parallels the Vancouver-Swift roadway, and to make some changes in the grade line of the approach road which is to be built on the river side of that wall.

Blueprints indicating this change in plans are being sent herewith. The change will not be shown on the plans furnished to bidders, but will be handled as a change made during construction.

You will be able to obtain revised structural plans for the wall from the Bridge Department later.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
G. S. Paxson

RECEIVED
APR 11 1944
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130-B-1

738 000

March 9, 1943.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Denver Avenue Junction Section, Project No. [illegible]-FAP 130-B (1).

Five bid proposals and five blueprint copies of plan sheets, numbers 2, 3, 4, 5 and 6, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

(8)

Oregon State Highway Department

Strategic Network Project
No. SN-A-130-B (1)

DENVER AVENUE JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 9, 1943

All Required		Lands, Rights of Way, Easements, Etc.		$ 50,000.00

ROADWORK

38' Roadway (Sta. 26+11.4 to 26+92.1)

30	lin. ft.	3/4" Electrical Conduit	$ .60	$ 18.00
2	only	Metal Junction Boxes	15.00	30.00
10	tons	Class "B" Asphaltic Concrete	8.00	80.00
10	tons	Class "C" Asphaltic Concrete	8.00	80.00
		Subtotal		$ 208.00
		10% Engr. & Cont.		20.80
		Total		$ 228.80

Length of Roadway .008 mile
Cost per mile $ 286,000.00

58' Roadway (Sta. 27+73.8 to 32+91.5)(Sta. 33+72.5 to 37+26.65)

All Required		Clearing and Grubbing (90%)		$ 900.00
4,550	sq. yds.	Removal of Pavement	$ .50	2,275.00
1,520	lin. ft.	Removal of Curbs and Toe Walls	.15	228.00
360	sq. yds.	Removal of Traffic Islands	.50	180.00
620	lin. ft.	Removal of Traffic Separators	.20	124.00
5	only	Removal of Light Standards	15.00	75.00
800	lin. ft.	Re-establishment of Lighting Circuit	.50	400.00
1,280	cu. yds.	Structural Excavation, Unclassified	2.50	3,200.00
15,700	cu. yds.	General Excavation, Unclassified	1.25	19,625.00
95,500	cu. yds.	Borrow Excavation, Unclassified	.85	81,175.00
All Required		Finishing Slopes and Graded Areas (90%) Road bed		1,800.00
1,330	lin. ft.	4" Sewer Pipe	.50	665.00
1,540	lin. ft.	8" Sewer Pipe	.75	1,155.00

2,370	lin. ft.	12" Sewer Pipe	$ 1.30	$ 3,081.00	
350	lin. ft.	18" Sewer Pipe	3.00	1,050.00	
460	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	460.00	
29	only	Concrete Curb Inlets	35.00	1,015.00	
10	only	Concrete Inlets (Wood Grating)	35.00	350.00	
1	only	Type "A" Manholes (Concrete Cover)	125.00	125.00	
10	only	Type "A" Manholes (Wood Cover)	125.00	1,250.00	
500	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	1.00	500.00	
750	lin. ft.	Painting Wire Guard Rail	.35	262.50	
1,000	lin. ft.	Wood Guard Rail	1.75	1,750.00	
370	cu. yds.	Concrete Curbs	30.00	11,100.00	
300	sq. yds.	Concrete Walks	2.00	600.00	
120	lin. ft.	Expansion Joints in Walks	.15	18.00	
28	cu. yds.	Concrete Traffic Separators	30.00	840.00	
260	cu. yds.	Concrete Traffic Islands	30.00	7,800.00	
15	only	Concrete Junction Boxes	15.00	225.00	
All Required		Constructing Recesses for Traffic Control Markers (90%)		315.00	
3,550	lin. ft.	3/4" Electrical Conduit	.60	2,130.00	
150	lin. ft.	1" Electrical Conduit	.75	112.50	
23	only	Metal Junction Boxes	15.00	345.00	
9,400	cu. yds.	3" - 0" Screened Gravel in Base	2.50	23,500.00	
1,610	cu. yds.	1¼" - 0" Crushed Material in Base	3.50	5,635.00	
640	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	2,240.00	
120	cu. yds.	½" - 0" Material in Cushion Course	3.50	420.00	
450	M-gals.	Sprinkling	2.00	900.00	
5,430	tons	Class "B" Asphaltic Concrete	8.00	43,440.00	
1,180	tons	Class "C" Asphaltic Concrete	8.00	9,440.00	
All Required		Shoring, Cribbing, Etc. (40%)		400.00	
650	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,625.00	
40	cu. yds.	Excavation Below Elevations Shown	5.00	200.00	
195	cu. yds.	Class "A" Concrete	30.00	5,850.00	
800	sq. yds.	Precast Slope Pavement in Place	3.00	2,400.00	
~~14,900~~ 16,900	lbs.	Metal Reinforcement	.08	~~1,192.00~~	1352.00
				~~$242,373.00~~	242533.00

Bridge No. 4 (Vancouver-Swift Branch)

44	tons	Class "C" Asphaltic Concrete	$ 8.00	$ 352.00
All Required		Shoring, Cribbing, Etc. (20%)		200.00
370	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	925.00
20	cu. yds.	Excavation Below Elevations Shown	5.00	100.00
600	cu. yds.	Class "A" Concrete	30.00	18,000.00

24,200 lbs. 109,200	Metal Reinforcement	$ .08	~~$ 1,936.00~~	8736.00
			~~$ 21,513.00~~	38313.00
	Subtotal		~~$263,886.00~~	270846.00
	10% Engr. & Cont.		~~26,388.60~~	27084.60
	Total		~~$290,274.60~~	297,930.60

Length of Roadway 0.165 mile
Cost per mile ~~$1,759,924.00~~ 1,805640.00

54' Roadway (Sta. 37+26.65 to 44+00)

All Required		Clearing and Grubbing (10%)		$ 100.00
250	sq. yds.	Removal of Pavement	$ .50	125.00
80	lin. ft.	Removal of Curbs and Toe Walls	.15	12.00
20	cu. yds.	Structural Excavation, Unclassified	2.50	50.00
14,500	cu. yds.	Borrow Excavation, Unclassified	.85	12,325.00
All Required		Finishing Roadbeds, Slopes and Graded Areas (10%)		200.00
170	lin. ft.	4" Sewer Pipe	.50	85.00
60	lin. ft.	6" Sewer Pipe	.75	45.00
30	lin. ft.	12" Sewer Pipe	1.30	39.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	40.00
1	only	Concrete Curb Inlets	35.00	35.00
1	only	Type "A" Manholes (Wood Cover)	125.00	125.00
600	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	1.00	600.00
600	lin. ft.	Painting Wire Guard Rail	.35	210.00
12	cu. yds.	Concrete Traffic Separators	30.00	360.00
All Required		Constructing Recesses for Traffic Control Markers (10%)		35.00
220	lin. ft.	3/4" Electrical Conduit	.60	132.00
1	only	Metal Junction Boxes	15.00	15.00
800	cu. yds.	3" - 0" Screened Gravel in Base	2.50	2,000.00
90	cu. yds.	1¼" - 0" Crushed Material in Base	3.50	315.00
60	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	210.00
50	M-gals.	Sprinkling	2.00	100.00
340	tons	Class "B" Asphaltic Concrete	8.00	2,720.00
200	tons	Class "C" Asphaltic Concrete	8.00	1,600.00
		Subtotal		$ 21,478.00
		10% Engr. & Cont.		2,147.80
		Total		$ 23,625.80

Length of Roadway 0.127 mile
Cost per mile $ 186,029.92

STRUCTURES

Bridge No. 1 (Sta. 26+52.1 to 27+73.8)

All Required		Construct and Remove Detour Bridges		$ 13,000.00
30	tons	Class "C" Asphaltic Concrete	$ 8.00	240.00
All Required		Shoring, Cribbing, Etc. (2%)		250.00
400	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,000.00
20	cu. yds.	Excavation Below Elevation Shown	5.00	100.00
580	cu. yds.	Class "A" Concrete	30.00	17,400.00
76,600	lbs.	Metal Reinforcement	.08	6,128.00
				$ 38,118.00

32+41.5

Bridge No. 2 (Sta. ~~32+95~~ to 33+72.5)

16	tons	Class "C" Asphaltic Concrete	$ 8.00	$ 128.00
All Required		Shoring, Cribbing, Etc. (1%)		150.00
280	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	700.00
20	cu. yds.	Excavation Below Elevation Shown	5.00	100.00
325	cu. yds.	Class "A" Concrete	30.00	9,750.00
49,300	lbs.	Metal Reinforcement	.08	3,944.00
				$ 14,772.00

Bridge No. 3 (Sta. 32+45.0 to 33+61.0)

1,600	lin. ft.	Furnish Untreated Piles	$ .40	$ 640.00
24	only	Drive Untreated Piles	30.00	720.00
60	M-FBM	Untreated Lumber in Place	115.00	6,900.00
20	tons	Class "B" Asphaltic Concrete	8.00	160.00
20	tons	Class "C" Asphaltic Concrete	8.00	160.00
				$ 8,580.00

Subtotal	$ 61,470.00
10% Engr. & Cont.	6,147.00
Total	$ 67,617.00

Length .038 mile

SUMMARY OF FUNDS REQUESTED

Item		Total Cost	Strategic Network Funds		State Funds	
Rights of Way, Easements, Etc.		$ 50,000.00	$ 30,500.00		$19,500.00	
38' Roadway		228.80	185.00		43.80	
58' Roadway	297930.60	~~290,274.60~~	~~235,118.00~~	241318.00	~~55,156.60~~	56612.60
54' Roadway		23,625.80	19,138.00		4,487.80	
Bridges		67,617.00	54,769.00		12,848.00	
		$431,746.20	~~$339,710.00~~		~~$92,036.20~~	
		439,402.20	3[illegible]710.00		93,492.20	

Oregon State Highway Department

Strategic Network Project
No. SN-A-130-B (1)

DENVER AVENUE JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements)

Salem, Oregon, March 4, 1943

All Required		Lands, Rights of Way, Easements, Etc.		$ 50,000.00

ROADWORK

38' Roadway (Sta. 26+11.4 to 26+52.1)

30	lin. ft.	3/4" Electrical Conduit	$ .60	$ 18.00
2	only	Metal Junction Boxes	15.00	30.00
10	tons	Class "B" Asphaltic Concrete	8.00	80.00
10	tons	Class "C" Asphaltic Concrete	8.00	80.00
			Subtotal	$ 208.00
			10% Engr. & Cont.	20.80
			Total	$ 228.80

Length of Roadway .008 mile
Cost per mile $ 286,000.00

58' Roadway (Sta. 27+73.8 to 32+91.5)(Sta. 33+72.5 to 37+26.65)

All Required		Clearing and Grubbing (90%)		$ 900.00
4,550	sq. yds.	Removal of Pavement	.50	2,275.00
1,520	lin. ft.	Removal of Curbs and Toe Walls	.15	228.00
360	sq. yds.	Removal of Traffic Islands	.50	180.00
620	lin. ft.	Removal of Traffic Separators	.20	124.00
5	only	Removal of Light Standards	15.00	75.00
800	lin. ft.	Re-establishment of Lighting Circuit	.50	400.00
1,280	cu. yds.	Structural Excavation, Unclassified	2.50	3,200.00
15,700	cu. yds.	General Excavation, Unclassified	1.25	19,625.00
95,500	cu. yds.	Borrow Excavation, Unclassified	.85	81,175.00
All Required		Finishing Slopes and Graded Areas (90%)		1,800.00
1,330	lin. ft.	4" Sewer Pipe	.50	665.00
1,540	lin. ft.	8" Sewer Pipe	.75	1,155.00
2,370	lin. ft.	12" Sewer Pipe	1.30	3,081.00

350	lin. ft.	18" Sewer Pipe	$ 3.00	$ 1,050.00
460	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	460.00
29	only	Concrete Curb Inlets	35.00	1,015.00
10	only	Concrete Inlets (Wood Grating)	35.00	350.00
1	only	Type "A" Manhole (Concrete Cover)	125.00	125.00
10	only	Type "A" Manhole (Wood Cover)	125.00	1,250.00
500	lin. ft.	Salvaging and Rebuilding Wire Guard Rail	1.00	500.00
750	lin. ft.	Painting Wire Guard Rail	.35	262.50
1,000	lin. ft.	Wood Guard Rail	1.75	1,750.00
370	cu. yds.	Concrete Curbs	30.00	11,100.00
300	sq. yds.	Concrete Walks	2.00	600.00
120	lin. ft.	Expansion Joints in Walks	.15	18.00
28	cu. yds.	Concrete Traffic Separators	30.00	840.00
260	cu. yds.	Concrete Traffic Islands	30.00	7,800.00
15	only	Concrete Junction Boxes	15.00	225.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		315.00
3,550	lin. ft.	3/4" Electrical Conduit	.60	2,130.00
150	lin. ft.	1" Electrical Conduit	.75	112.50
23	only	Metal Junction Boxes	15.00	345.00
9,400	cu. yds.	3" - 0" Screened Gravel in Base	2.50	23,500.00
1,610	cu. yds.	1½" - 0" Crushed Material in Base	3.50	5,635.00
~~200~~	~~cu. yds.~~	~~1½" - 0" Material in Footpath Foundation Course~~	~~3.50~~	~~700.00~~
640 ~~440~~	cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	2,240.00 ~~1,540.00~~
130 ~~20~~	cu. yds.	½" - 0" Material in Cushion Course	3.50	~~70.00~~ 455.00
450	M-gals.	Sprinkling	2.00	900.00
5,430	tons	Class "B" Asphaltic Concrete	8.00	43,440.00
1,180	tons	Class "C" Asphaltic Concrete	8.00	9,440.00
All Required		Shoring, Cribbing, Etc. (40%)		400.00
650	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,625.00
40	cu. yds.	Excavation Below Elevations Shown	5.00	200.00
195	cu. yds.	Class "A" Concrete	30.00	~~5,850.00~~
800	sq. yds.	Precast Slope Pavement in Place	3.00	2,400.00
14,900	lbs.	Metal Reinforcement	.08	1,192.00
				$242,073.00 242,018.00

Bridge No. 4 (Vancouver-Swift Branch)

44	tons	Class "C" Asphaltic Concrete	$ 8.00	$ 352.00
All Required		Shoring, Cribbing, Etc. (20%)		200.00
370	cu. yds.	Excavation for Bridges and Retaining Walls	2.50	925.00
20	cu. yds.	Excavation Below Elevations Shown	5.00	100.00
600	cu. yds.	Class "A" Concrete	30.00	18,000.00

STRUCTURES

Bridge No. 1 (Sta. 26+52.1 to 27+73.8)

All Required	Construct and Remove Detour Bridges		$ 13,000.00
30 tons	Class "C" Asphaltic Concrete	$ 8.00	240.00
All Required	Shoring, Cribbing, Etc. (2%)		250.00
400 cu. yds.	Excavation for Bridges and Retaining Walls	2.50	1,000.00
20 cu. yds.	Excavation Below Elevation Shown	5.00	100.00
580 cu. yds.	Class "A" Concrete	30.00	17,400.00
76,600 lbs.	Metal Reinforcement	.08	6,128.00
			$ 38,118.00

Bridge No. 2 (Sta. 32+35 to 33+72.5)

16 tons	Class "C" Asphaltic Concrete	$ 8.00	$ 128.00
All Required	Shoring, Cribbing, Etc. (1%)		150.00
280 cu. yds.	Excavation for Bridges and Retaining Walls	2.50	700.00
20 cu. yds.	Excavation Below Elevation Shown	5.00	100.00
325 cu. yds.	Class "A" Concrete	30.00	9,750.00
49,300 lbs.	Metal Reinforcement	.08	3,944.00
			$ 14,772.00

Bridge No. 3 (Sta. 32+45.0 to 33+61.0)

1,600 lin. ft.	Furnish Untreated Piles	$ .40	$ 640.00
24 only	Drive Untreated Piles	30.00	720.00
60 M-FBM	Untreated Lumber in Place	115.00	6,900.00
20 tons	Class "B" Asphaltic Concrete	8.00	160.00
20 tons	Class "C" Asphaltic Concrete	8.00	160.00
			$ 8,580.00

Subtotal	$ 61,470.00
10% Engr. & Cont.	6,147.00
Total	$ 67,617.00

Length .038 mile

24,200 lbs.	Metal Reinforcement	$ .08	$ 1,936.00
			$ 21,513.00

Subtotal	$263,536.00
10% Engr. & Cont.	26,353.60
Total	$289,889.60

[illegible]

Length of Roadway 0.165 mile
Cost per mile $1,756,906.66

54' Roadway (Sta. 37+26.65 to 44+00)

All Required	Clearing and Grubbing (10%)		
250 sq. yds.	Removal of Pavement		$ 100.00
60 lin. ft.	Removal of Curbs and Toe Walls	.50	125.00
20 cu. yds.	Structural Excavation, Unclassified	.15	12.00
14,500 cu. yds.	Borrow Excavation, Unclassified	2.50	50.00
All Required	Finishing Roadbeds, Slopes and Graded Areas (10%)	.85	12,325.00
170 lin. ft.	4" Sewer Pipe		200.00
60 lin. ft.	8" Sewer Pipe	.50	85.00
30 lin. ft.	12" Sewer Pipe	.75	45.00
40 lin. ft.	Extra for Installing Pipe Under Pavement	1.30	39.00
1 only	Concrete Curb Inlets	1.00	40.00
1 only	Type "A" Manholes (Wood Cover)	35.00	35.00
600 lin. ft.	Salvaging and Rebuilding Wire Guard Rail	125.00	125.00
600 lin. ft.	Painting Wire Guard Rail	1.00	600.00
12 cu. yds.	Concrete Traffic Separators	.35	210.00
All Required	Constructing Recesses for Traffic Control Markers (10%)	30.00	360.00
220 lin. ft.	3/4" Electrical Conduit		35.00
1 only	Metal Junction Boxes	.60	132.00
800 cu. yds.	3" - 0" Screened Gravel in Base	15.00	15.00
90 cu. yds.	1½" - 0" Crushed Material in Base	2.50	2,000.00
60 cu. yds.	3/4" - 0" Crushed Material in Shoulders	3.50	315.00
50 M-gals.	Sprinkling	3.50	210.00
340 tons	Class "B" Asphaltic Concrete	2.00	100.00
200 tons	Class "C" Asphaltic Concrete	8.00	2,720.00
		8.00	1,600.00

Subtotal	$ 21,478.00
10% Engr. & Cont.	2,147.80
Total	$ 23,625.80

Length of Roadway 0.127 mile
Cost per mile $186,029.92

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds		State Funds	
Rights of Way, Easements, Etc.	$ 50,000.00	$ 30,500.00		$ 19,500.00	
38' Roadway	228.80	185.00		43.80	
58' Roadway	~~289,889.60~~	204,308.00	235,118	85,581.60	55156.60
54' Roadway	23,625.80	19,138.00		4,487.80	
Bridges	67,617.00	54,769.00		12,848.00	
	$431,361.20	$308,900.00		$122,461.20	
	431,746.20	~~[illegible]~~ 339,710.00		~~[illegible]~~ [illegible]	92036.20

5

PR 46

Roadway (Denver Avenue Junction)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1943 State Oregon

Completion Date (Est.) Oct. 15, 1943 Project No. [illegible]-FAP 1[illegible] (1)

Estimated Total Cost Rdwy. $ 313,744.20 Length: Miles .390

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	1,[illegible]	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	[illegible]
3	Bituminous mat.	Gal.	84,000	8	Structural steel	Lb.	
4	Lumber	M.	47	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge No. 1 (Denver Avenue Junction)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1943

State Oregon

Completion Date (Est.) July 31, 1943

Project No. [illegible]-FAP 130-A (1)

Estimated Total Cost $ 41,925.60

Length: Miles .023

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	930	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	76,600
3	Bituminous mat.	Gal.	7,000	8	Structural steel	Lb.	
4	Lumber	M.	148	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge No. 2 (Denver Avenue Junction)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1943 State Oregon

Completion Date (Est.) July 15, 1943 Project No. [illegible]-FAP 130 B (1)

Estimated Total Cost $ 16,249.29 Length: Miles .015

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	540	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	49,300
3	Bituminous mat.	Gal.	3,700	8	Structural steel	Lb.	
4	Lumber	M.	36	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge No. 3 (Denver Avenue Junction)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 4 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1943

State Oregon

Completion Date (Est.) Oct. 15, 1943

Project No. SN-A FAP 130-B (1)

Estimated Total Cost $ 9,438.00

Length: Miles .022

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	9,300	8	Structural steel	Lb.	
4	Lumber	M.	60	10	Explosives	Lb.	
5	Timber piling	Lft.	1,600				

DENVER AVENUE JUNCTION SECTION

PROJECT NO. NH-A-FAP 130-B (1)

While negotiations for rights of way are in progress six parcels have not been secured nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 4, 1943

Pac-H-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible]
PORTLAND

March 8, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon SN-A-FAP 130-B (1), the Denver Avenue Junction Section of the Pacific Highway East (Union Avenue), U. S. 99-E, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award of contract will be withheld until all right of way has been obtained.

The estimate shows the second bridge on the next to last page as from Stations 32+95 to 33+72.5. This should be changed to Station 32+91.5 instead of 32+95. We are correcting the estimates we have and suggest you correct your copies.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAR 12 1943
AM
STATE HIGHWAY COMMISSION

RECEIVED FOR FILING

Const
Projects
Grade [illegible]

Salem
March 4, 1943

Traffic interchange at
Union and Denver Avenues

Mr. H. G. Smith
Construction Engineer
OFFICE

Herewith copy of letter from Mr. A. C. Callan to Mr. Devers; also, copy of my letter to Frank Young of even date.

I wish you would arrange to contact Mr. Devers in reference to a conference with Mr. Callan next week.

CBM:MC
encl.

C. B. McCullough

RECEIVED
FOR FILING

130-B-1

March 4, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Revised Application
For Preference Rating
No. 34

Dear Sir:

Please find enclosed herewith seven copies of our revised application No. 34, for a highway project preference rating to be used in securing materials necessary in the construction of the Denver Avenue Junction with Union Avenue; Project No. [illegible]-A-FAP-130-B(1).

This application supersedes and cancels the original application No. 34 which was submitted to you February 27, 1943.

The maps submitted with the original application may be reused with this revised application.

Yours very truly,

C. B. McCullough,
Asst. Chief Engineer.

Salem
March 4, 1943

Traffic interchange at
Union and Denver Avenues

Mr. F. T. Young,
Acting Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

Herewith copy of letter addressed to Mr. Devers over the signature of A. C. Callan, the same having reference to the traffic interchange project at Union and Denver Avenues.

Mr. Devers wants to have a conference next week in reference to this matter but, in the meantime, will you obtain as much of this information as you can and forward it to H. G. Smith?

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:MC

encl.
cc- H.G. Smith

130-B-1

March 3, 1943

Mr. Ivan F. Phipps
1226 American Bank Bldg.
Portland, Oregon

Dear Sir:

In response to the request contained in your letter of March 1, we are sending to you, under separate cover, copies of the plans and specifications for the proposed traffic interchange project at the junction of Denver Avenue with Union Avenue, near the Interstate Bridge.

The project will necessarily interfere to some extent with the existing dike along the waterfront, but the construction is so planned that the protection against overflow will be the same as at present.

Mr. Devers, Chief Counsel for the Highway Commission, plans to call at your office sometime next week, and will be glad to discuss with you any questions that may be involved.

In case any details of the plans as they affect the dike may not be clear to you, we suggest that you contact our Division Engineer F. T. Young at our Division Office south of Portland.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc to J. M. Devers
F. T. Young

LAW OFFICES OF
IVAN F. PHIPPS
1226 AMERICAN BANK BUILDING
PORTLAND, OREGON

1 March 1943

Mr. S. H. Probert, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I desire to obtain a complete set of the plans and specifications covering the construction of the proposed underpass under the Denver Avenue Approach to the Interstate Bridge, near the present intersection of the Union Avenue and Denver Avenue Approachs, in order that Peninsula Drainage District Number Two may determine whether adequate provision is being made for protection against flood and overflow waters of the Columbia River. A representative of the owners of Peninsula Drainage District Number Two bonds has also requested that I obtain these plans in order that he may inspect them for the same purpose.

This morning I called your Portland office, asking whether a copy of the plans could be furnished me, and I was requested to write to you, since I was informed your Portland office had no copy of these plans available for my use. Your courteousy in furnishing me with a set of these plans will be very much appreciated. I might say this same set of plans will be made available to the supervisors of Peninsula Drainage District Number One in order that they may be informed regarding the proposed construction.

Yours very truly,

Ivan F. Phipps

Ivan F. Phipps

IFP:vd

RECEIVED
PORTLAND

130-B-1

Feb. 27, 1943.

Denver Avenue Junction
with Union Avenue
SN-A-FAP 130-B(1)

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

We are enclosing an original and six copies of our application for a highway project preference rating to be used in securing materials necessary in construction of the above named project. This application has been prepared in accordance with General Administrative Memorandum No 148 and with your telegram of Dec. 10, 1942.

We trust you will find it in order.

Very truly yours,

R. H. BALDOCK,
CHIEF ENGINEER.

E

PC-R-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 11 1944

February 17, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Strategic network funds requested on the PR.1-PA Revised form for Oregon SN-A-FAP 130-B(1), the Denver Avenue-Union Avenue Junction Project, have necessarily been recommended in the reduced amount of $310,544.

The $320,000 requested did not take into account the different ratio of reimbursement for proposed construction and right-of-way expenditures.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

1/12/43

RECEIVED
FEB 17 1943
STATE HIGHWAY COMMISSION

FORM E-30 20M 6-41

AGENDA

2a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Const.
Projects
Grade Crossings

Salem, Oregon
February 16th, 1943

Subject: **Fill Material for Union-Denver-Swift Intersection**

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

It is estimated that 110,000 cubic yards of fill material will be required for the Denver-Union-Swift Intersection, and there are two sources of supply which can be operated at this time of the year. One source is the lots located on Columbia Boulevard near Kenton Boulevard, and the other is on Lotus Island. A comparison of the two materials is as follows:

Lotus Island	County Pit
61 lbs. per cu. ft., Loose Weight, Natural Moisture	74 lbs. per cu. ft. Loose Weight, Natural Moisture
75 lbs. per cu. ft., Loose Weight, Dry	85 lbs. per cu. ft., Loose Weight, Dry
91 lbs. per cu. ft., Compacted, Dry	101 lbs. per cu. ft., Compacted, Dry
94 lbs. per cu. ft., Compacted, Wet	114 lbs. per cu. ft., Compacted, Wet

This comparison indicates that Lotus Island is composed of fine, fluffy sand and that the County pit is composed of sand of about the same gradation but with a slight amount of clay so that it is at least 10 pounds heavier per cubic foot and undoubtedly will compact to a more rigid fill than Lotus Island. However, the Lotus Island material has been used at the Vanport Undercrossing, and there is nothing in the appearance of the fill to question its adequacy as a foundation for pavement. Neither do the shoulders appear to have washed badly during the heavy rains.

Tentative arrangements have been made to purchase material from Lotus Island at five cents per cubic yard, if the owners can secure some additional land from the P.E.P. Company at an estimated cost of $5,000. If they are unable to purchase this land, the cost of the material will be eight cents per cubic yard. However, the contractors would be required to haul over the same bridge which was condemned on a recent investigation. Mr. Clymer estimates that were a royalty of five

R

cents per cubic yard paid, the Lotus Island material would be ten cents per cubic yard cheaper than the County pit on Columbia Boulevard. If eight cents per cubic yard were paid, the saving would, of course, be reduced to seven cents per cubic yard.

I am very hesitant to purchase fill material on a yardage basis, since I believe the precedent would be quoted throughout the state and make it very expensive for us to secure borrow pits in the vicinity of towns and cities where material is scarce. It would seem preferable, therefore, to merely designate the County pit and state that the contractors can procure material from the owners of Lotus Island if they prefer.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

HIGHWAY COMMISSION

tMENT CORRESPONDENCE

Salem, Ore.
eb. 15, 1943.

Subject: Comparison
Estimated Cost Borrow Excavation.

se find attached herewith a comparison of the
f borrow excavation required for the Union Ave.-
rossing project. If the material is borrowed
s Isle or if borrowed from City lots located at
and Kenton Blvd.

Lotus Isle
on City lots

pit on
aterial was
mile haul

I. Clymer,
t Analyst.

RHC/H

RECEIVED

Mr. N. G. Smith will have a report for the Commission on borrow materials for the Denver-Union-Swift job.

To be placed on Agenda.

A.M.

Local
Projects
Grade Crossings
130-B-1

FORM E-20 20M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.

Feb. 16, 1943.

Subject: Comparison
Estimated Cost Borrow Excavation.

To: Mr. E. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Please find attached herewith a comparison of the estimated cost of borrow excavation required for the Union Ave.-Denver Ave.-Overcrossing project. If the material is borrowed from pit on Lotus Isle or if borrowed from City lots located at Columbia Blvd., and Kenton Blvd.

The summary indicates that material from Lotus Isle will cost about $0.76 per cubic yard and from the pit on City lots about $0.84 per cubic yard.

Due to the longer haul 1.9 miles from the pit on City lots the cost is higher than it would be if the material was borrowed from the pit on Lotus Isle which is only 1.1 mile haul and has a cost for royalty of $0.06 per cu. yd.

Yours very truly,

E. H. Clymer,
Cost Analyst.

EHC/H

LOTUS ISLE (1)

Estimated cost of borrow excavation for the Union Ave.-Denver Ave. Overcrossing Project if hauled from Lotus Isle.

Dig and Load	0.12	Per	C.Y.
Haul 1.1 Miles	0.22	"	"
Dump, Spread, Shape & Roll	0.15	"	"
Royalty	0.05	"	"
Supervision, Bond & Overhead	0.11	"	"
Profit	0.10	"	"
	0.75		

Estimated Cost per Cubic Yard Truck Measure $0.75

Estimated Cost of borrow excavation if hauled from pit on Lotus Island.

Dig and Load:

Estimate 100 C.Y. per hour truck measure with 1¼ C.Y. Shovel

Shovel Rental & Repairs	$7.50	Per	Hour
Gas, Oil & Grease	1.00	"	"
Shovel Operator	1.75	"	"
Oiler	1.25	"	"
Labor Insurance	0.30	"	"
	$ 11.70	Per	Hour

Estimated Cost per C. Y. $0.12

Haul:

4 C.Y. **Trucks** at prevaling price of $3.50 per hour.

Load 2 Minutes
Haul 1.1 Mi. or Round Trip 2.2 Mi.
At average speed 12 mi. per hour 11 minutes
Unload 2 Minutes

Total time for round trip 15 minutes

Cost per trip $0.875

Cost per cubic yard $0.22

LOTUS ISLE (1)

Dump, Spread, Shape and Roll

Dumpman	1.25 per hour
Bull Dozer Operator	1.65 " "
Blademan ½ Time	0.825
Rollerman ½ Time	0.75
Laborer	1.00
Labor Insurance	0.54
Rental & Repairs Cats & Dozers	4.50
" " Grader ½ Time	1.50
" " Roller ½ "	1.00
Gas, Oil & Grease	1.65
	$ 14.665

Cost per Cubic Yard	$0.15
Royalty:	
Cost per Cubic Yard	$0.05
Supervision, Bond, Miscellaneous Supplies & Overhead	
Cots per Cubic Yard	$0.11
Profit 15%	
Cost per Cubic Yard	$0.10
Estimated Total Cost per Cubic Yard	$0.75

EHC/H

CITY LOT PIT (2)

Estimated cost of Borrow Excavation if hauled from Borrow Pit on City lots located at Columbia Blvd. & Kenton Blvd.

Dig and Load	$0.12 per C.Y.
Haul 1.9 Miles	0.34 " "
Dump Spread Shape & Compact	0.15 " "
Supervision, Bond & Overhead	0.12 " "
Profit 15%	0.11 " "
Royalty	0.01
	0.85 " "

Estimated Cost $0.84 per C.Y. Truck Measure.

Estimated Cost of Borrow Excavation if hauled from pits on City lots located at Columbia Blvd. & Kenton Blvd.

Dig & Load:-

Estimate 100 Cu.Yd. per hour with 1¼ C.Y. Shovel.

Shovel Rental & Repairs	$7.50 per hour
Gas, Oil & Grease	1.00 " "
Shovel Operator	1.75 " "
Oiler	1.25 " "
Labor Insurance	0.30 " "
Total	$ 11.70

Estimated Average Cost per cubic yard $0.12

Haul:

4 Cubic yards at prevailing Price $3.50 per hour.
Load 2 minutes
Haul 1.9 Miles round trip 3.8 Miles at 12 Miles per hour
Average Speed = 19 minutes
Unload 2 Minutes

Total Time per trip 23 minutes

Cost per Trip $ 1.34

Cost per yard $0.34

CITY LOT PIT (2)

Dump, Spread & Roll

Dumpman	$1.25	Per Hour
Bulldozer Operator	1.65	" "
Blademan ½ Time	0.825	" "
Roller Man ½ Time	0.75	" "
Laborer	1.00	" "
Labor Insurance	0.54	" "
Rental & Repair Cat & Dozer	4.50	" "
" " Grader ½ Time	1.50	" "
" " Roller ½ "	1.00	" "
Gas, Oil & Grease	1.65	" "
	$ 14.665	" "

Cost per Cu. Yd.	$0.15

Supervision, Bond, Supplies & Miscellaneous Expense

20% of Cost	
Cost per Cubic Yard	$0.12
Profit 15%	
Cost per Cu. Yd.	$0.11
Royalty	$0.01
Estimated Total Cost per Cubic Yard	$0.85

EHC/H

10682
Tower Sales &
Erecting Co.

The Commission had under consideration the property identified as the Lotus Island property, from which property it is proposed that materials will be gotten for the Denver Avenue-Union Avenue project. The right of way department reported that the owner of Lotus Island would make the materials available to the successful bidder on the project at a specified price per cubic yard and would permit the bidder to haul the materials over the private bridge which connects the island with the mainland under certain conditions.

Two propositions were made by the owner of the land. One was that the materials would be made available for five cents a yard if the State would purchase and make available to the owner a tract of land owned by the Portland General Electric Company at a consideration of $5,000. The other proposition was eight cents a cubic yard if the Portland General Electric Company's property was not made available. The Commission authorized the right of way and legal departments to take an option on the Portland General Electric Company's property if an option could be had and then complete negotiations with the owner of Lotus Island so as to determine whether the price was to be five cents per cubic yard or eight cents per cubic yard. The successful bidder was to be required to make his own negotiations and his own contract with the owner of Lotus Island and also make his own contract with respect to the use of the bridge.

In the information given to the bidders it was to be disclosed that ______________________________.

JMD:PW

3/1/43

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16th, 1943

130-13-1

Subject: Fill Material for Union-
Denver-Swift Intersection

To: Mr. R. H. Baldock
Chief Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

It is estimated that 110,000 cubic yards of fill material will be required for the Denver-Union-Swift Intersection, and there are two sources of supply which can be operated at this time of the year. One source is the lots located on Columbia Boulevard near Kenton Boulevard, and the other is on Lotus Island. A comparison of the two materials is as follows:

Lotus Island		County Pit	
61 lbs. per cu. ft.,	Loose Weight, Natural Moisture	74 lbs. per cu. ft.	Loose Weight, Natural Moisture
75 lbs. per cu. ft.,	Loose Weight, Dry	85 lbs. per cu. ft.,	Loose Weight, Dry
91 lbs. per cu. ft.,	Compacted, Dry	101 lbs. per cu. ft.,	Compacted, Dry
94 lbs. per cu. ft.,	Compacted, Wet	114 lbs. per cu. ft.,	Compacted, Wet

This comparison indicates that Lotus Island is composed of fine, fluffy sand and that the County pit is composed of sand of about the same gradation but with a slight amount of clay so that it is at least 10 pounds heavier per cubic foot and undoubtedly will compact to a more rigid fill than Lotus Island. However, the Lotus Island material has been used at the Vanport Undercrossing, and there is nothing in the appearance of the fill to question its adequacy as a foundation for pavement. Neither do the shoulders appear to have washed badly during the heavy rains.

Tentative arrangements have been made to purchase material from Lotus Island at five cents per cubic yard, if the owners can secure some additional land from the P.E.P. Company at an estimated cost of $5,000. If they are unable to purchase this land, the cost of the material will be eight cents per cubic yard. However, the contractors would be required to haul over the same bridge which was condemned on a recent investigation. Mr. Clymer estimates that were a royalty of five cents per cubic yard paid, the Lotus Island material would be ten cents per cubic yard cheaper than the County pit on Columbia Boulevard. If eight cents per cubic yard were paid, the saving would, of course, be reduced to seven cents per cubic yard.

I am very hesitant to purchase fill material on a yardage basis, since I believe the precedent would be quoted throughout the state and make it very expensive for us to secure borrow pits in the vicinity of towns and cities where material is scarce. It would seem preferable, therefore, to merely designate the County pit and state that the contractors can procure material from the owners of Lotus Island if they prefer.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

ORM E-90 90M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Feb. 16, 1943.

Subject: Comparison
Estimated Cost Borrow Excavation.

To: Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Please find attached herewith a comparison of the estimated cost of borrow excavation required for the Union Ave.-Denver Ave.-Overcrossing project. If the material is borrowed from pit on Lotus Isle or if borrowed from City lots located at Columbia Blvd., and Kenton Blvd.

The summary indicates that material from Lotus Isle will cost about $0.76 per cubic yard and from the pit on City lots about $0.84 per cubic yard.

Due to the longer haul 1.9 miles from the pit on City lots the cost is higher than it would be if the material was borrowed from the pit on Lotus Isle which is only 1.1 mile haul and has a cost for royalty of $0.06 per cu. yd.

Yours very truly,

E H Clymer

E. H. Clymer,
Cost Analyst.

EHC/H

LOTUS ISLE (1)

Estimated cost of borrow excavation for the Union Ave.-Denver Ave. Overcrossing Project if hauled from Lotus Isle.

Dig and Load	0.12	Per C.Y.
Haul 1.1 Miles	0.22	" "
Dump, Spread, Shape & Roll	0.15	" "
Royalty	0.05	" "
Supervision, Bond & Overhead	0.11	" "
Profit	0.10	" "
	0.75	

Estimated Cost per Cubic Yard Truck Measure $0.75

Estimated Cost of borrow excavation if hauled from pit on Lotus Island.

Dig and Load:

Estimate 100 C.Y. per hour truck measure with 1¼ C.Y. Shovel

Shovel Rental & Repairs	$7.50	Per Hour
Gas, Oil & Grease	1.00	" "
Shovel Operator	1.75	" "
Oiler	1.25	" "
Labor Insurance	0.30	" "
	$ 11.70	Per Hour

Estimated Cost per C. Y. $0.12

Haul:

4 C.Y. Trucks at prevaling price of $3.50 per hour.

Load 2 Minutes
Haul 1.1 Mi. or Round Trip 2.2 Mi.
At average speed 12 mi. per hour 11 minutes
Unload 2 Minutes

Total time for round trip 15 minutes

Cost per trip $0.875

Cost per cubic yard $0.22

LOTUS ISLE (1)

Dump, Spread, Shape and Roll

Dumpman	1.25 per hour
Bull Dozer Operator	1.65 " "
Blademan ½ Time	0.825
Rollerman ½ Time	0.75
Laborer	1.00
Labor Insurance	0.54
Rental & Repairs Cats & Dozers	4.50
" " Grader ½ Time	1.50
" " Roller ½ "	1.00
Gas, Oil & Grease	1.65
	$ 14.665

Cost per Cubic Yard	$0.15
Royalty:	
Cost per Cubic Yard	$0.05
Supervision, Bond, Miscellaneous Supplies & Overhead	
Cots per Cubic Yard	$0.11
Profit 15%	
Cost per Cubic Yard	$0.10
Estimated Total Cost per Cubic Yard	$0.75

RHC/H

CITY LOT PIT (2)

Estimated cost of Borrow Excavation if hauled from Borrow Pit on City lots located at Columbia Blvd. & Kenton Blvd.

Dig and Load	$0.12	per	C.Y.
Haul 1.9 Miles	0.34	"	"
Dump Spread Shape & Compact	0.15	"	"
Supervision, Bond & Overhead	0.12	"	"
Profit 15%	0.11	"	"
Royalty	0.01		
	$0.85		

Estimated Cost $0.84 per C.Y. Truck Measure.

Estimated Cost of Borrow Excavation if hauled from pits on City lots located at Columbia Blvd. & Kenton Blvd.

Dig & Load:-

Estimate 100 Cu.Yd. per hour with 1¼ C.Y. Shovel.

Shovel Rental & Repairs	$7.50	per	hour
Gas, Oil & Grease	1.00	"	"
Shovel Operator	1.75	"	"
Oiler	1.25	"	"
Labor Insurance	0.30	"	"
Total	$ 11.70		

Estimated Average Cost per cubic yard $0.12

Haul:

4 Cubic yards at prevailing Price $3.50 per hour.
Load 2 minutes
Haul 1.9 Miles round trip 3.8 Miles at 12 Miles per hour Average Speed = 19 minutes
Unload 2 Minutes

Total Time per trip 23 minutes

Cost per Trip $ 1.34

Cost per yard $0.34

CITY LOT PIT (2)

Dump, Spread & Roll

Dumpman	$1.25	Per	Hour
Bulldozer Operator	1.65	"	"
Blademan ½ Time	0.825	"	"
Roller Man ½ Time	0.75	"	"
Laborer	1.00	"	"
Labor Insurance	0.54	"	"
Rental & Repair Cat & Dozer	4.50	"	"
" " Grader ½ Time	1.50	"	"
" " Roller ½ "	1.00	"	"
Gas, Oil & Grease	1.65	"	"
	$ 14.665	"	"

Cost per Cu. Yd.	$0.15

Supervision, Bond, Supplies & Miscellaneous Expense

20% of Cost

Cost per Cubic Yard	$0.12

Profit 15%

Cost per Cu. Yd.	$0.11
Royalty	$0.01
Estimated Total Cost per Cubic Yard	$0.85

EHC/H

RECEIVED

[illegible]
Projects
Grade Crossings

February 11, 1943

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Traffic Interchange at Intersection of Denver Avenue, Union Avenue, and Swift Boulevard in Portland

Under date of January 22, a construction schedule showing the anticipated time of completion of the various units of the above project was sent to you. Attached to this schedule were prints from the artist's drawing of this project. These prints showed in graphic form the construction schedule. When this schedule was submitted, our instructions were to build the structures of timber. A few days ago, we were advised by your office that metal reinforcement was no longer as critical as structural timber and that reinforced concrete construction should be given preference. Following out these instructions, we are redesigning these structures to use reinforced concrete rather than timber. This change in design would delay the contract letting by approximately one month. Due to the urgent need for the early completion of this project, we are suggesting the following procedure:

1. The contracts for the grading and surfacing, for the structure marked B, and for the two detour bridges marked A on the accompanying map be let on March 4 using timber construction for these structures. This will permit the immediate construction of the new roadway connecting Union Avenue with Denver Avenue. This roadway must be completed before the cut through the present Union Avenue embankment can be made at the structure marked C.

2. By April 1, we can have the reinforced concrete designs ready for the structures marked C, D, and E and propose to let them at that time.

By this scheduling, we will save the delay occasioned by the redesign of the structures.

The revised schedule will be as follows:

1. Award contracts for grading, Bridge B, and Detour Bridges A on March 4. Start work immediately and complete the structures by April 15.

2. Complete grading and paving of southbound Union Avenue, shown in pink, by May 1 and use this for both lanes of Union Avenue traffic during construction of the remainder of the project.

3. Excavate through the present Union Avenue at the site of Bridge C and through the present Denver Avenue at the site of Bridge D and have this excavation completed by May 5.

4. Construct Bridges C and D which will be let under separate contract on April 1. Have these structures completed by July 15.

5. Complete surfacing of roadways under Bridges C and D by August 5. This will permit the use of the entire project, except for the traffic from Vancouver destined west on Swift Boulevard. This traffic can temporarily use the existing connection.

6. Immediately after July 15, the Detour Bridges A will be removed and the structure marked E constructed and completed by September 30.

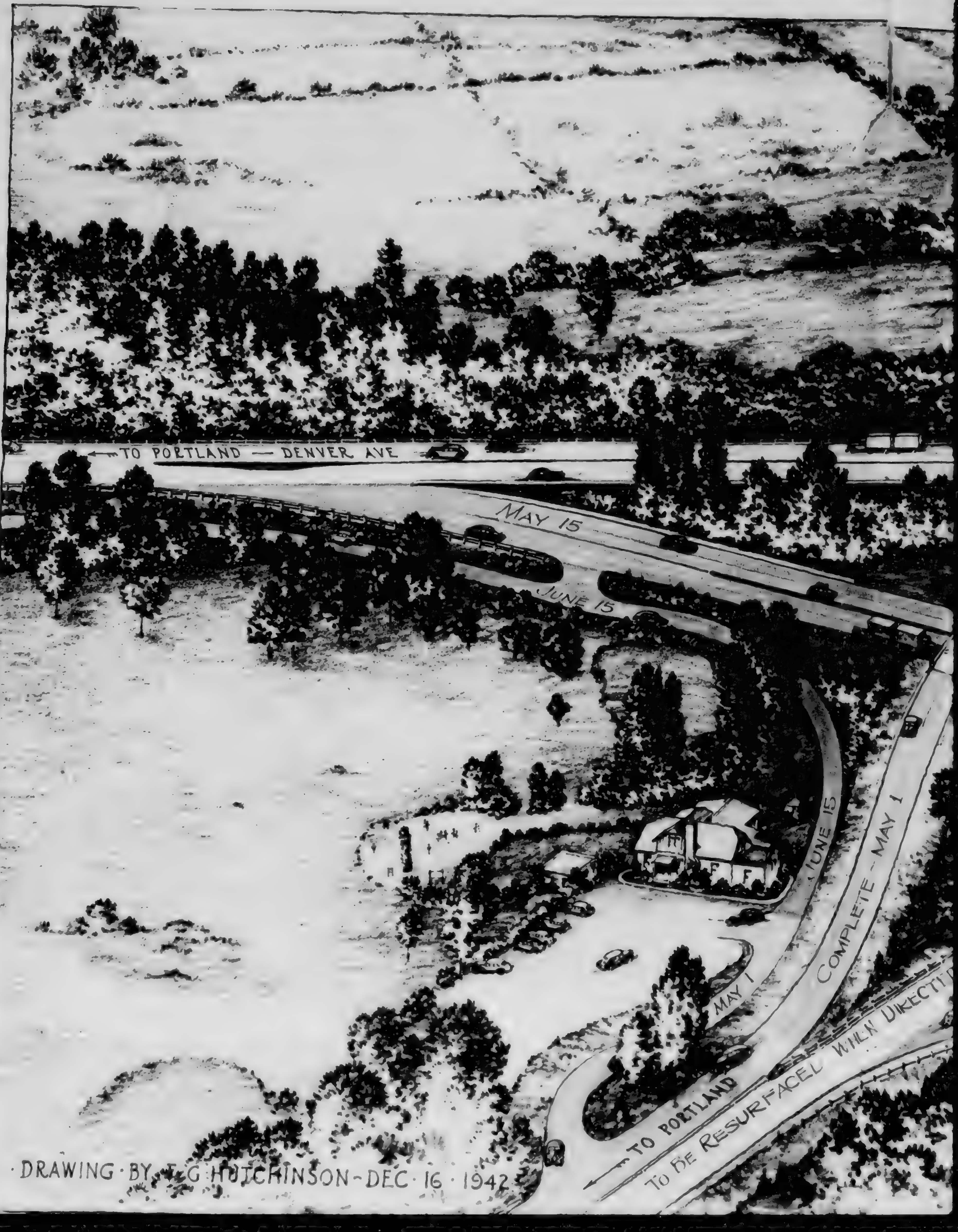
7. The grading and surfacing of the approach road to Structure E can be completed by October 15, which would be the completion date for the entire project.

As stated above, the use of the project will not be delayed until the final completion, as it can be put into operation as soon as the surfacing under Bridges C and D is completed. We would, of course, favor the construction of Bridge 3 as a reinforced concrete structure, but we believe that the time saved in the completion of the entire project justifies the use of timber. We would ask your favorable consideration of this program.

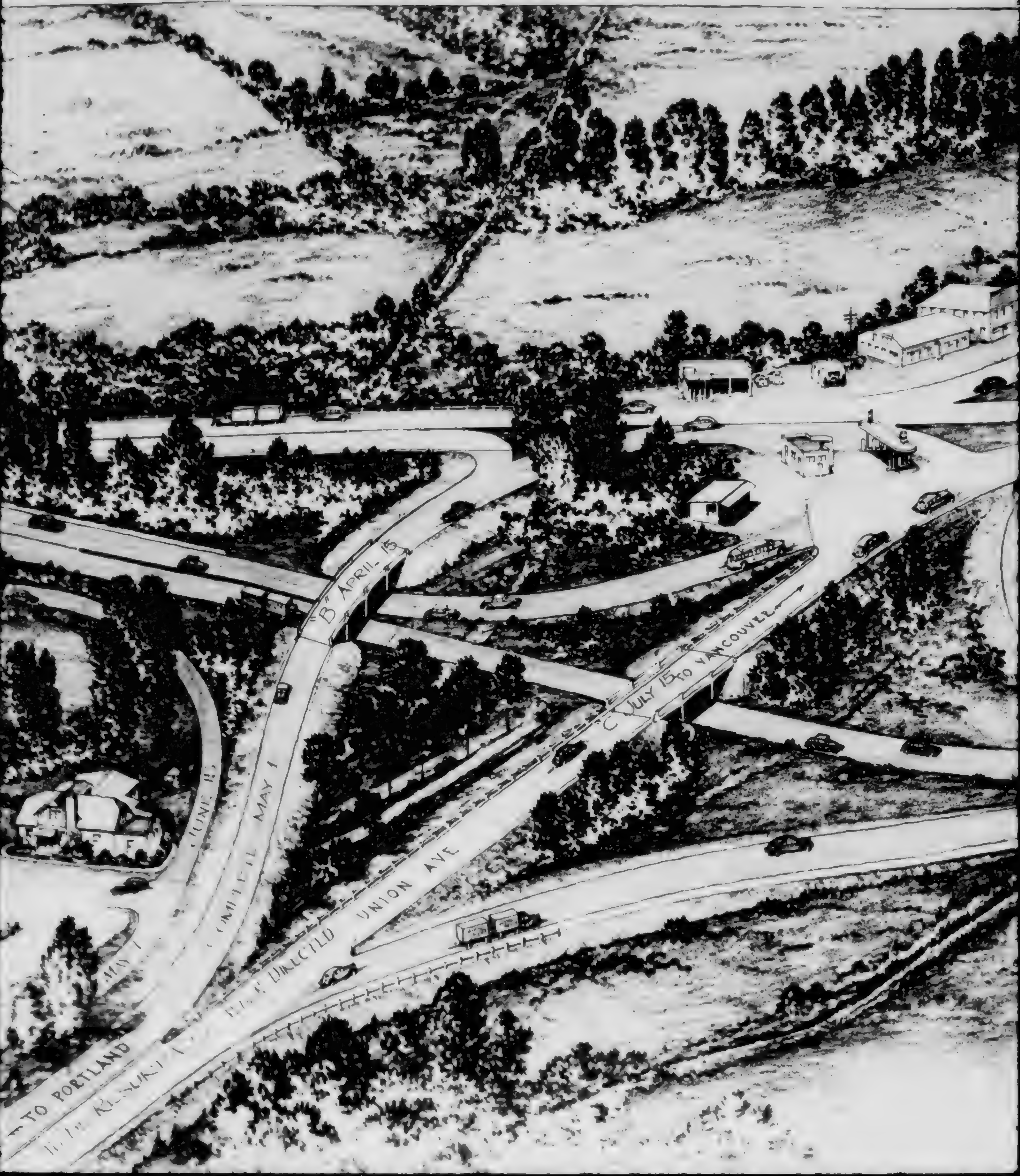
Very truly yours,

R. H. Baldock
Chief Engineer

[illegible]
Attached
cc [illegible] Prichard
H. G. Smith
C. E. [illegible]


←TO PORTLAND — DENVER AVE
MAY 15
JUNE 15
JUNE 15
COMPLETE – MAY 1
MAY 1
←TO PORTLAND
TO BE RESURFACED WHEN DIRECTE

DRAWING · BY · F G HUTCHINSON – DEC · 16 · 1942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"C" JULY 15
TO VANCOUVER
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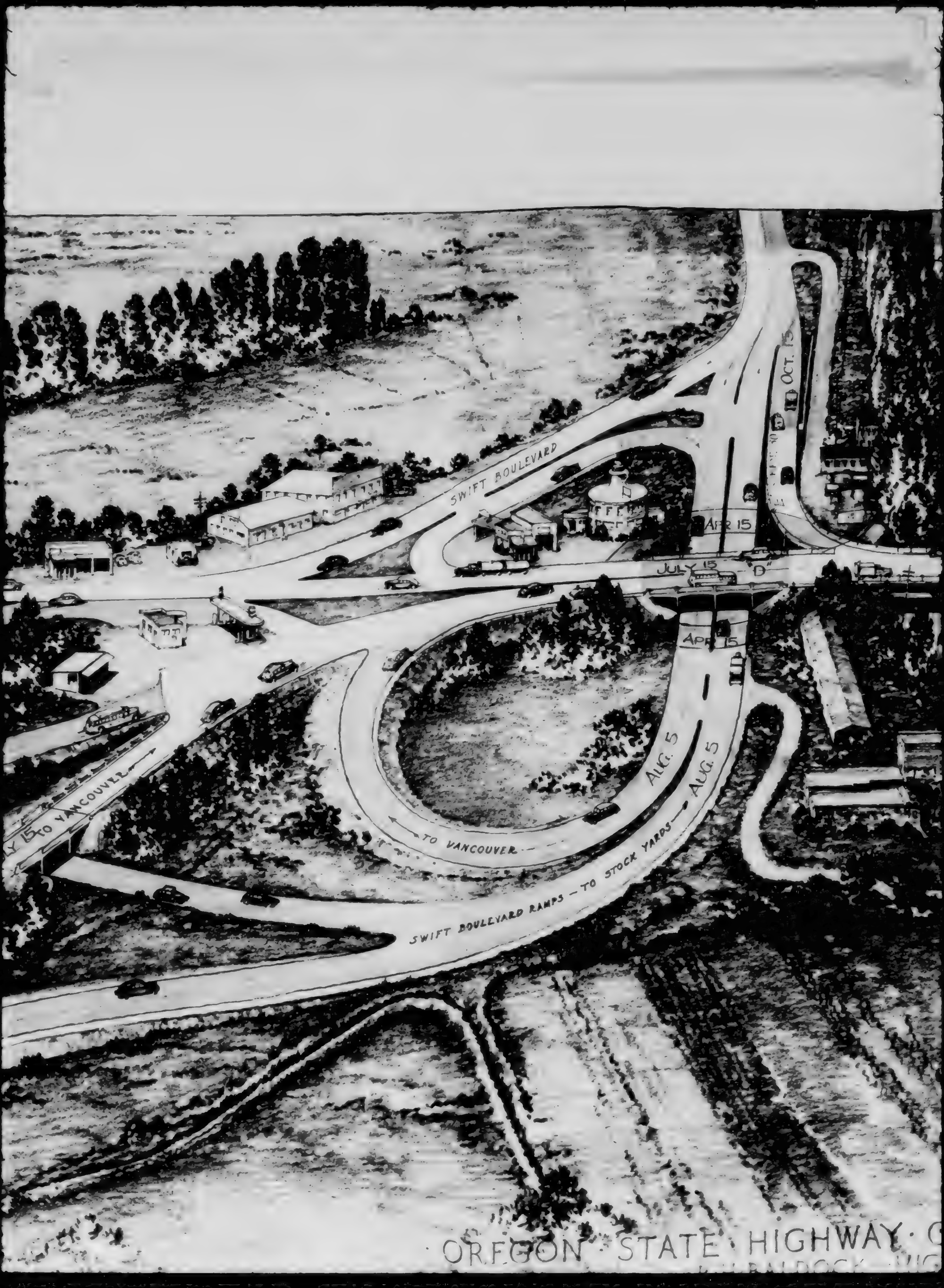
SWIFT BOULEVARD
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"D"
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TO VANCOUVER
SWIFT BOULEVARD RAMPS — TO STOCK YARDS
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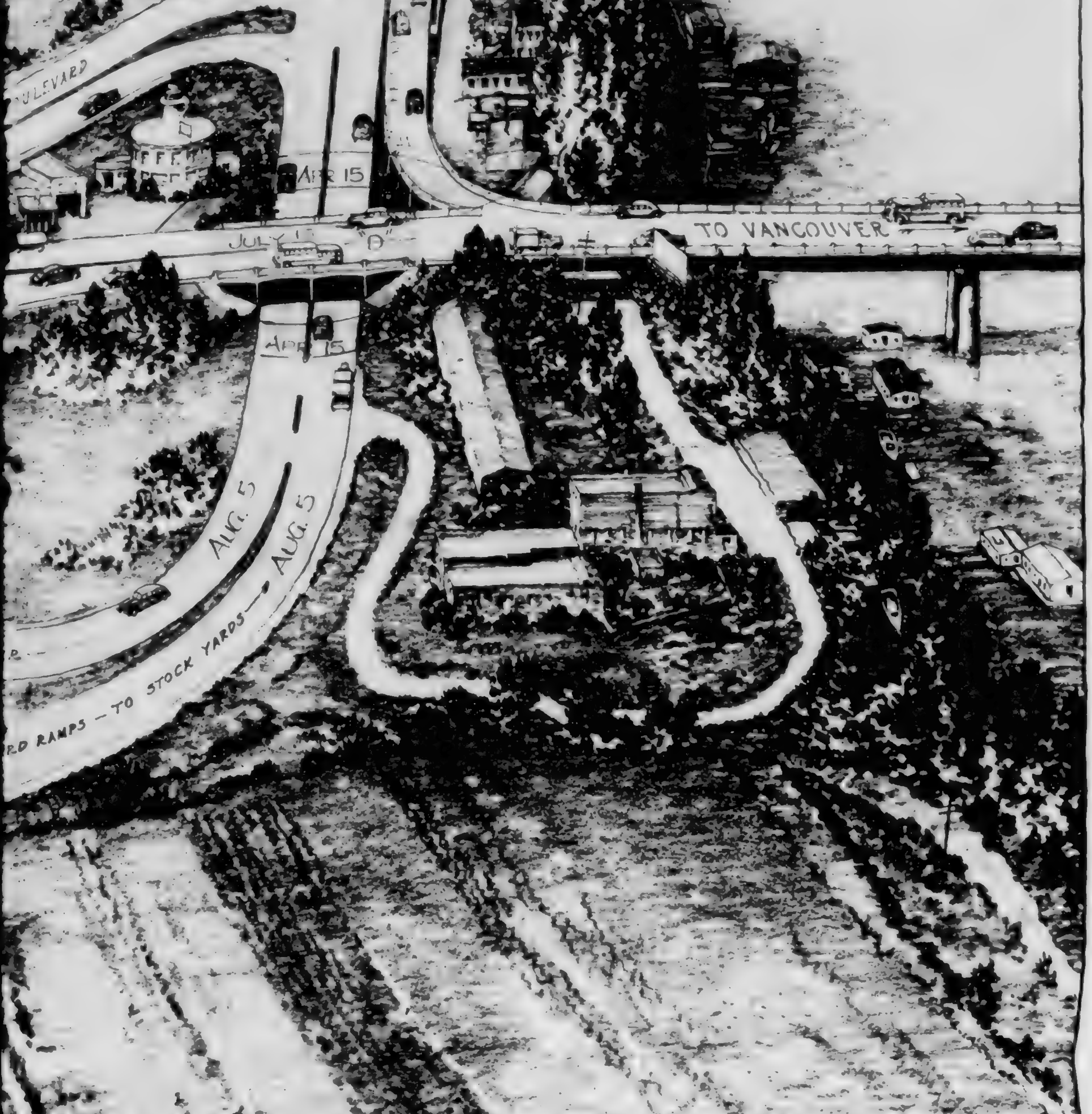
OREGON STATE HIGHWAY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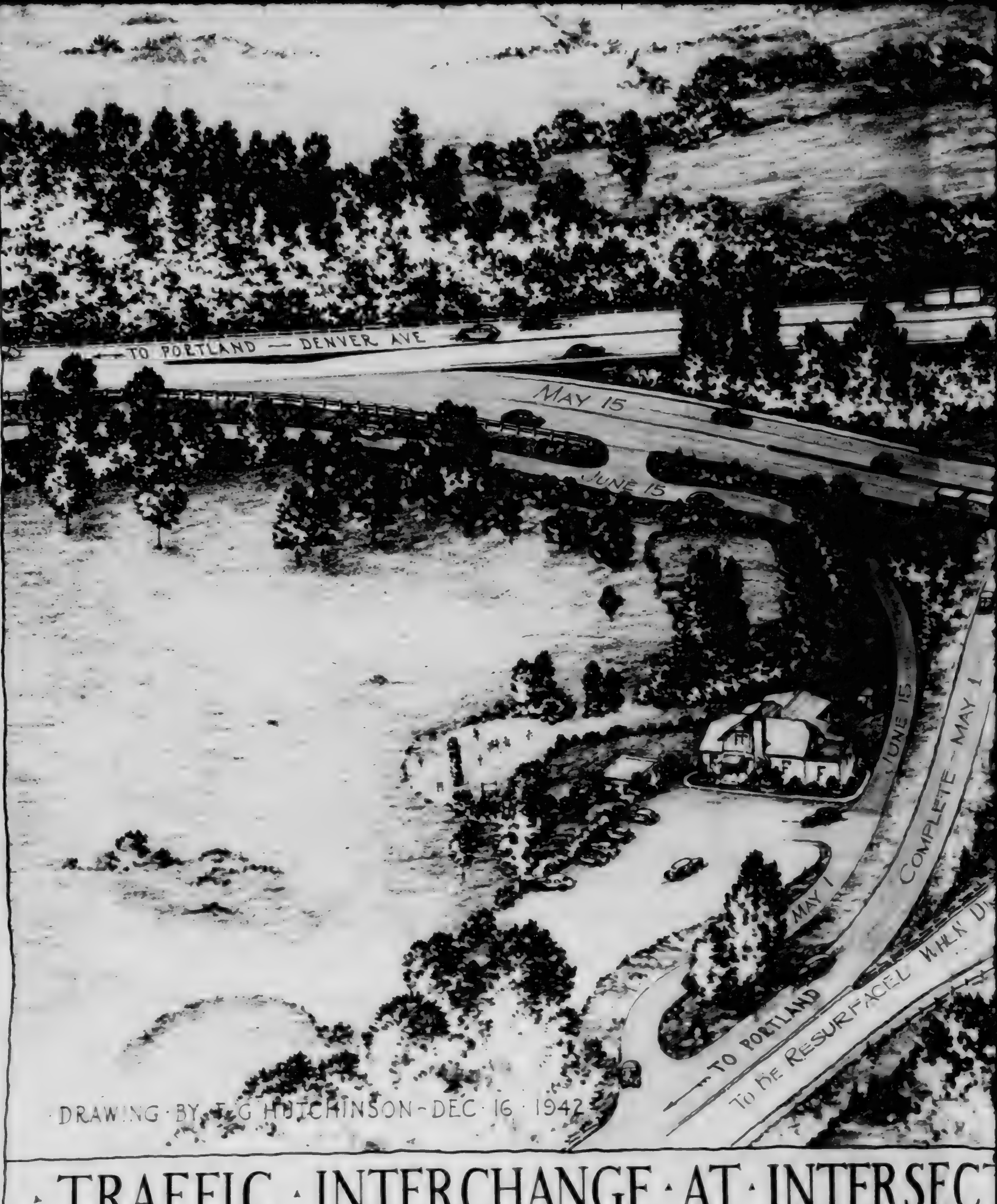
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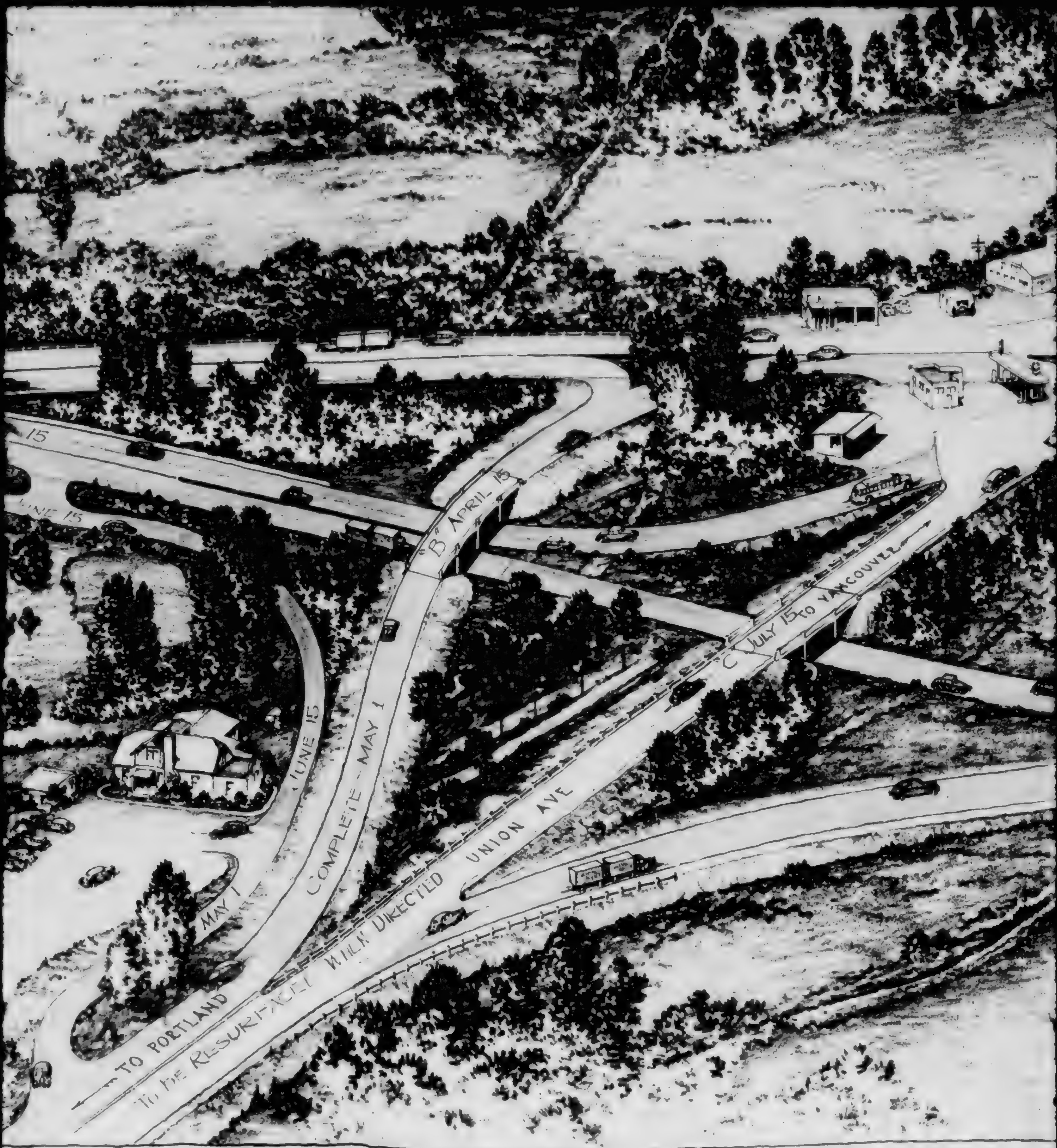
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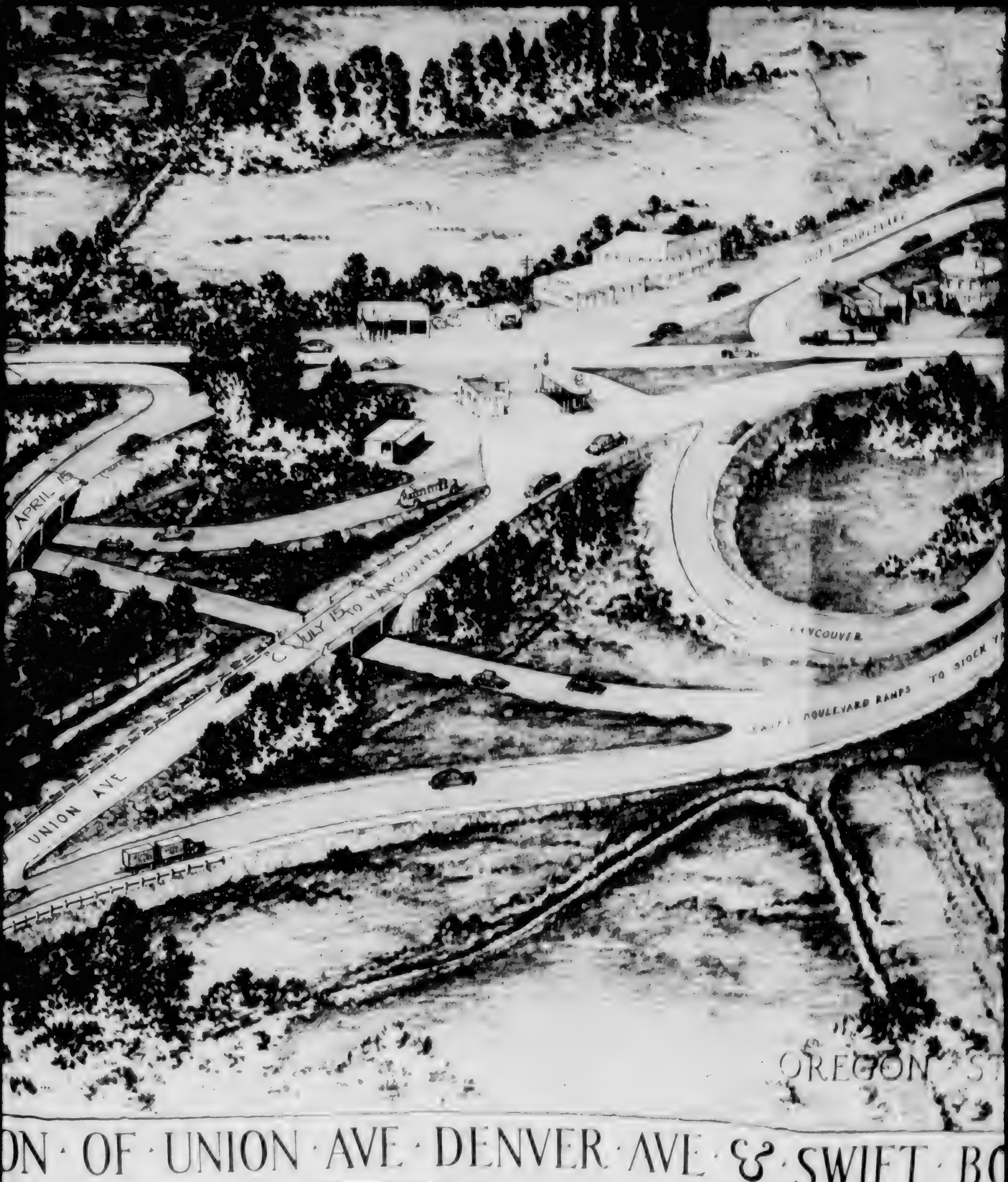
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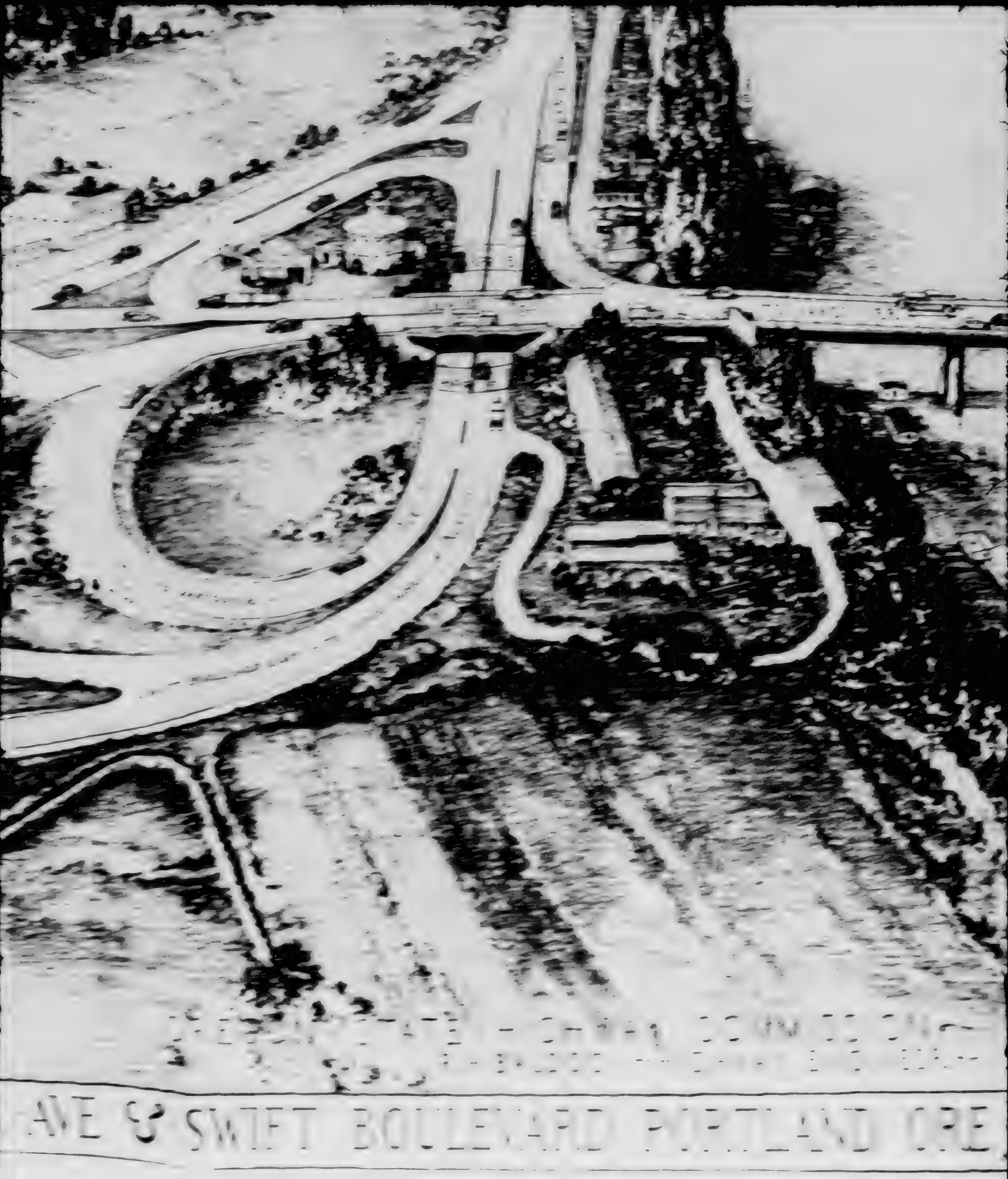
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Const
Projects
Grade Crossings

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER	☒	WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

Note
C.B. McCullough
File

FOR FILES

SALEM ORE FEB 8 1943

W. H. LYNCH
DISTRICT ENGINEER PUBLIC ROADS ADMINISTRATION
POSTOFFICE BLDG. PORTLAND ORE

DAVIS ADVISES PRA PREFERS USE OF CONCRETE RATHER THAN TIMBER IN BRIDGE CONSTRUCTION. I REFER SPECIFICALLY TO DENVER UNION WHICH DESIGN IS NOW BASED UPON UNTREATED TIMBER. CONTRACT DATE TENTATIVELY SET FOR APRIL 4 IF FINAL APPROVAL FROM PRA IS RECEIVED. CHANGEOVER TO CONCRETE DESIGN WILL CAUSE DELAY OF APPROXIMATELY THREE MONTHS DUE TO NEED FOR ADDITIONAL TIME FOR DESIGN AND FOR CURING OF STRUCTURES. PREFER CONCRETE BUT CONDITION THIS INTERSECTION QUITE SERIOUS AND WILL BECOME MORE SO WHEN TOWN OF VANPORT IS OCCUPIED. PLEASE WIRE WASHINGTON AND DETERMINE DECISION OF NAVY AND PUBLIC ROADS ADMINISTRATION ON THIS QUESTION

R. H. BALDOCK

Const
Projects
Grade Crossings

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
WASHINGTON

IN YOUR REPLY PLEASE
REFER TO FILE No. T-1

January 29, 1943

Mr. R. H. Baldock,
Chief Engineer,
State Highway Commission,
Salem, Oregon.

NOTED
State Highway Engineer

My dear Mr. Baldock:

Reference is made to your letter of January 8, 1943, regarding the proposed improvement to the intersection of Denver Avenue, Union Avenue, and Swift Boulevard, in Portland, Oregon, at the southerly end of the Interstate Bridge.

The comments of your Design Department indicate that familiarity with local ground conditions would lead to the conclusion that the design you propose has some superiority over the alternate proposed in my letter of December 24, 1942, but the consideration which is of prime importance is that of right of way as discussed later. Taking up the design comments in order:

1. The junction of Union and Denver Avenues at the south end of the bridge is a merging and not a weaving across. Two of the major streams of traffic will have merged before reaching this point and it was hoped that detail design might allow ample distance for the second merging. A design providing for two separate mergings has some advantage over one in which three major streams merge at practically one point.

2. The weaving of Union and Swift traffic across the Denver and Union traffic is about the same or a trifle less than the weaving of Swift and Union traffic across Vancouver and Denver Traffic of the original design.

3. We were in no position to judge gradients in preparing the alternate design except to feel that since most distances were about the same the practicability of one design as regards gradients was about equal to that of the other design.

RECEIVED
FEB 6 - 1943
OREGON
STATE HIGHWAY COMMISSION

4. The facilities which have to be added to service adjacent property appear to be about the same for both designs.

Your advice that you will block left turns across traffic to enter service stations by the installation of traffic dividers is noted. It might be suggested that the point of the island in front of the "Alamo" Restaurant be extended to a point beyond the adjacent service station to prevent northbound Union Avenue traffic left turning to the service station by cutting across northbound Denver Avenue traffic but this would prevent the merging of these two heavy traffic streams before they meet and merge with the traffic northbound from Swift.

As was stated in our letter of December 24, 1942, the alternate plan was prepared not because it was felt to have outstanding merit compared to your design but to submit the ideas embodied therein to you and your designers for consideration. It is felt that the design you submitted will achieve the purpose of permitting traffic to flow freely and the statements in your letter that the acquisition of the improved property will cost $100,000 to $150,000 and that the elimination of these roadside businesses might well be replaced by others of a similar nature, throw the balance definitely in favor of your design. It is unfortunate that the laws of Oregon do not enable you to purchase right of way and construct important highways and intersections without granting right of access from adjacent property. In this very case the large investment in both the Interstate Bridge and in the improvements to be made at the intersection may well be jeopardized by being forced to permit access to existing or perhaps future roadside businesses which might invite many vehicles to cross moving streams of heavy traffic.

Very truly yours,

Joseph Barnett

Principal Highway Design Engineer,
Public Roads Administration.

RECEIVED
JAN 2
FOR FILES
Cont
Reports
Grade Cross

January 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

I am attaching two prints of a drawing for the traffic interchange at the intersection of Denver Avenue, Union Avenue and Swift Boulevard in Portland, showing the anticipated progress of the work and the order of procedure by which the traffic interchange can be constructed without interference with traffic. The order of procedure is as follows:

Award contract March 4th.

Start work and complete Bridge B by April 15th.

Complete grading and paving of southbound Union Avenue, shown in pink, by May 1st, and use this for both lanes of Union Avenue traffic during the construction of the job.

Detour Bridges A are to be completed by April 15th, so that excavation can be made and Bridge D completed by May 25th.

Bridge C is also to be completed by May 25th, and the portion shown in green completed by June 15th.

After May 25th, the Detour Bridges A will be wrecked and the material used for the ramp leading to Swift Boulevard.

It is anticipated that the major features of the job can be completed and placed in operation by June 15th, but it is proposed to give until September 1st, for the final cleanup, particularly since there may be some delay on the elevated ramp leading to Swift Boulevard, and other unimportant portions, such as the resurfacing of Union Avenue, can be done after June 15th without interfering with traffic if unanticipated delays occur during the job. The traffic interchange will, therefore, be functioning by June 15th. The remaining work can be carried on with little interference to traffic.

Particular attention was paid in the design to devising a scheme which could be built without interfering with existing traffic, and I am confident that the scheme as laid out will be found entirely practical and that no delay to traffic will be caused by the construction of the project.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:KI

cc Mr. H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FIL

January 20, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Later changed to BO-B-1

Further reference is made to proposed Oregon project DA-NI-9, traffic interchange project at the Denver-Union intersection.

Our Regional office has requested an estimate of the time required to complete the proposed construction, and also a brief discussion of your plans for maintaining a free flow of traffic throughout the construction period. Please provide this office with this additional information at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 21 1943
STATE HIGHWAY COMMISSION

RECEIVED
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Projects
Grade Crossings

January 8, 1943

AIR MAIL

Mr. Joseph Barnett
Principal Highway Design Engineer
Public Roads Administration
Washington, D. C.

Dear Mr. Barnett:

With further reference to the preliminary layout for the proposed traffic interchange facilities eliminating cross traffic at grade at the intersection of Denver Avenue, Union Avenue and Swift Boulevard in Portland, which project is located at the southerly end of the Interstate Bridge across the Columbia River, advise that I have carefully checked the possible modification which you suggested. The Design Department reports that the cost of building this plan slightly exceeds that of the one proposed by this department. The estimated increase is approximately $13,000. The appraisers of the Right of Way Department report that the increased cost of the right of way on the plan that you suggest will be not less than $100,000 and may equal $150,000 in condemnation.

The Design Department makes the following additional comments:

1. The junction of Union and Denver Avenues at the south end of the Oregon Slough bridge is poor. Weaving distance is only about 100 feet. Stop signs will unquestionably be required.

2. About 500 vehicles from Union and Swift are required to weave across 3,000 vehicles from Denver and Union in a distance of about 200 feet.

3. Grade line from Denver to Swift Boulevard is quite poor. This grade rises from crossing under Vancouver-Union to grade of Union Avenue, then drops again to crossing under Denver Avenue.

4. It is also found necessary to add to your plan facilities for adjacent property to obtain access to the highway without entering the traffic stream in a manner conducive to hazard.

It would appear that the question of maintaining the service stations is a matter open to argument. Basically our decision to retain them was due to the cost of their acquisition, but extreme care has been exercised to design the facility in such manner as to permit the traffic to use the service stations with the minimum of hazard in leaving and entering the traffic flow. It might be argued that, if these service stations were eliminated, others would spring up in the immediate vicinity and demand and receive the right of access. Without any control over their design it is quite probable that much greater traffic hazards would exist. We feel that our plan gives traffic the needed service at a minimum of hazard. With reference to your statement about left turns across traffic to enter the service stations, advise that we will block such movements by the installation of traffic dividers. No cross traffic will be permitted.

Permit me to say that the plan you propose is the obvious one at first glance. It was the first one that we investigated some years ago and is most assuredly worthy of study. I am quite sure, however, that, were you here on the ground and could study the topography and culture, you would agree that the plan we propose gives an equivalent traffic service at reduced cost in both construction and right of way.

I might add that we have studied this plan at intervals since 1937 and have prepared altogether some twenty different solutions out of which the one we now propose developed as the most satisfactory.

I understand that before long the matter will be submitted to the Washington headquarters for final action and trust that we may at this time obtain your approval to the construction of our plan for this facility inasmuch as it is vitally needed to expedite wartime traffic, particularly in view of the fact that various shipyards, whose employes use this facility to a greater or less degree, plan a further expansion in their operations and the employment of a large number of additional men.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. W. H. Lynch

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DEC 28 1942
FOR FILING
Cont.
Projects
Grade Crossings

December 24, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

At the meeting of the Commission on December 18th, I was authorized to advise you that the State of Oregon would cooperate in financing the proposed traffic interchange project at Denver and Union Avenues to the amount of 25% of the cost of the construction and of the right of ways.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:PC

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DEC 22 1942
FOR FILING

Const
Projects
Grade Crossings

December 21, 1942

AIR-MAIL

Mr. Joseph Barnett
Public Roads Administration
Federal Works Agency
Washington, D. C.

Dear Sir:

Herewith copy of letters relating to the improvement of the intersection at Denver, Union and Swift Boulevard just south of the Interstate Bridge on US99 north of Portland.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:PG
Attach.

December 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Portland, Oregon

Dear Sir:

Herewith copy of letters relating to the improvement of the intersection at Denver, Union and Swift Boulevard just south of the Interstate Bridge on US99 north of Portland.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:PC
Attach.

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
6TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
NO. 3 OLYMPIA
P. O. BOX 327
TOLL BRIDGE DIVISION
MERCER ISLAND
P. O. BOX 79

1889

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
NO. 6 SPOKANE
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
TRANSPORTATION BUILDING
OLYMPIA

NOTED
State Highway Engineer

December 19, 1942

Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Vancouver Chamber of Commerce have protested to me regarding the traffic conditions at the intersection of Denver, Union and Swift Boulevard just south of the Interstate Bridge.

I think traffic conditions are very bad at that location for the reason that traffic is often backed up clear across the Interstate Bridge and four or five blocks back into Vancouver.

The Kaiser Shipyards have also protested to us regarding this condition. However, I do not feel that our department should enter any protest in the matter to you as I know that you are doing everything possible to clear up the situation.

If there is anything that we can do to assist you in advocating this improvement to the Federal Government, please let us know.

With kindest personal regards and best wishes for the holiday season, I am

Very truly yours,

Burwell Bantz
BURWELL BANTZ
Director of Highways

BB:RR

COPY

VANCOUVER CHAMBER OF COMMERCE
Evergreen Hotel Building
Vancouver, Washington

Mr. Burwell Bantz
Director of Highways
Olympia, Washington

Dear Mr. Bantz:

We are interested in knowing what has happened to the proposed grade separation program which was in contemplation by the Oregon State Highway Department at the Denver, Union and Swift Boulevard intersection immediately south of the Interstate Bridge. As you no doubt know, a great deal of congestion occurs on the Interstate Bridge following shift changes at the shipyard and on other peak traffic times. This congestion could be eliminated by a clover-leaf separation arrangement at this intersection. We understood that plans for it had been under way. We think it needs encouragement from your department so as to get it done while it is needed. Kindest regards,

Yours very truly,

/s/ Austin B. McCoy

Austin McCoy, Chairman
Roads and Highway Committee

AM:eh

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
8TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
NO. 3 OLYMPIA
P. O. BOX 327
TOLL BRIDGE DIVISION
MERCER ISLAND
P. O. BOX 79

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
NO. 6 SPOKANE
N. 2620 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
TRANSPORTATION BUILDING
OLYMPIA

December 19, 1942

COPY

Mr. Austin McCoy, Chairman
Roads and Highway Committee
Vancouver Chamber of Commerce
Evergreen Hotel Building
Vancouver, Washington

Dear Mr. McCoy:

I received your letter of December 5 relative to the proposed improvement of the Denver, Union and Swift Boulevard intersection immediately south of the Interstate Bridge.

Mr. Baldock, Chief Engineer of the Oregon State Highway Department, advised me that he has been working on the project and thinks that he finally has it straightened out to a point where it will go ahead. This matter, of course, is entirely without our jurisdiction, being in the State of Oregon, and I hesitate to urge Mr. Baldock to further efforts when I know that he is doing everything that he can.

Wishing you a Merry Christmas and Happy New Year, I am

Very truly yours,

BURWELL BANTZ
Director of Highways

BB:RR

cc: Mr. Baldock

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DEC 21 1942
FOR FILING

Canal
Projects
Grade Crossings

December 19, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Under separate cover I am sending you a print of the artist's drawing of the Denver Avenue-Union Avenue-Swift Boulevard traffic interchange which I promised to send you. This illustrates the layout in a manner that readily explains the various traffic movements.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

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DEC 21 1942
FOR FILING

Const.
Projects
Grade Crossing

December 19, 1942

Mr. Ralph Collett
Housing Director
Kaiser Shipbuilding Corporation
Portland, Oregon

Dear Sir:

I discussed the Denver Avenue-Union Avenue-Swift Boulevard traffic interchange with the various head officials of the Public Roads Administration and believe that it will be approved.

I am sending you under separate cover an artist's sketch illustrating the layout.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

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DEC 21 1942
FOR FILING
Const
Projects
Grade Crossings

December 19, 1942

Mr. Joseph Barnett
Public Roads Administration
Federal Works Agency
Washington, D. C.

Dear Sir:

Under separate cover I am sending you a print of the artist's drawing of the Denver Avenue-Union Avenue-Swift Boulevard traffic interchange which I promised to send you. This illustrates the layout in a manner that readily explains the various traffic movements.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

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DEC 17 1942
FOR FILING

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Projects
Grade Crossings

December 17, 1942

AIR MAIL

Mr. Joseph Barnett
Public Roads Administration
Federal Works Agency
Washington, D. C.

Dear Sir:

Herewith copy of a communication from the Vancouver Chamber of Commerce, which is self-explanatory.

At times the traffic backs up all the way across the Interstate Bridge and for nine blocks in Vancouver, a distance of approximately one mile. It causes a great deal of confusion in the town of Vancouver because it stops cross traffic. There is no job that I know of in Oregon that it is more necessary to build in the interest of traffic service to the war effort, and there is no other job of this character that I know of that will likewise bring more permanent benefits. Will appreciate your approval of the project.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

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Projects
Grade Crossings

AGENDA
DEC 18 1942

1-a

December 16, 1942

AIR MAIL

Mr. Joseph Barnett
Public Roads Administration
Federal Works Agency
Washington, D. C.

Dear Sir:

The plan for the traffic interchange at Denver and Union Avenues did not arrive before I left at 1:30 Wednesday, December 9.

Copies of the original plan were sent you at Washington. There has been a modification by shifting the widening of Union Avenue to the west rather than the east, which eliminates the dead section of pavement which shows on the plan that you have. Moreover, I will send you, within the next week, the revised plan and an artist's sketch. The artist's sketch illustrates at a glance the entire layout and is a true representation of the project as it would appear if built.

Permit me to say that in my opinion this project, if constructed, will be one of the most important highway projects undertaken in Oregon and one that will do more to alleviate traffic congestion than any that I know of. I would appreciate your favorable action in approving the project to the end that it may be financed and constructed.

I am sure that the Highway Commission will take a liberal attitude with reference to making available an appreciable amount of state funds for the job. I will ask the Commission to take formal action on this matter at its meeting on Friday of this week and will wire you the result.

Please be advised that due and proper consideration will be given to any suggestions or modifications that you may suggest in the design.

Best personal regards.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

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DEC 17 1942
FOR FILING

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Projects
Grade Crossings

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December 17, 1942

Mr. Austin McCoy, Chairman
Roads and Highway Committee
Vancouver Chamber of Commerce
Evergreen Hotel Building
Vancouver, Washington

Dear Mr. McCoy:

In response to your communication of December 15, advise that this department is doing everything in its power to gain approval from the Public Roads Administration in the building of a traffic interchange at the intersection of Denver Avenue, Union Avenue and Swift Boulevard south of the Interstate Bridge. We agree with you that it is a very serious point of congestion and that the traffic must be handled by separating opposing streams at grade.

We will keep after this and hope that we will, in a short time, get approval.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

VANCOUVER CHAMBER OF COMMERCE

F. W. SINCLAIR, PRESIDENT EARLE CASTLE, SECRETARY

EVERGREEN HOTEL BUILDING • • • VANCOUVER, WASHINGTON

TELEPHONE 1600

December 15, 1942

Mr. R. H. Baldock, Commissioner
Oregon State Highways
Salem, Oregon

Dear Mr. Baldock:

A great deal of criticism is being heard of traffic congestion on the Interstate Bridge on shift-change time at the Kaiser Yards and also on Sundays. Our observation indicates that this congestion is not due to the bridge itself, but to the 3-way intersection of Denver Avenue, Union Avenue and Swift Boulevard. We understood that surveys had been made at this intersection by your department looking to a grade separation at this intersection which will increase the volume of traffic over the bridge more than three fold.

Would you please advise what the program is regarding this intersection? We feel it is urgent that immediate steps should be taken to remedy the condition that exists there.

Very truly yours,

VANCOUVER CHAMBER OF COMMERCE

Austin D McCoy

Austin McCoy, Chairman
Roads and Highway Committee

AM:eh

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DEC 17 1942
STATE HIGHWAY COMMISSION

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1-a
12/18/42

November 18th, 1942

DENVER-UNION JUNCTION

Summary of Estimates

	Intersection (1.16 Mi.)	Golf Club Road	Total	
Clear & Grade	~~$80,900~~	$7,500	~~$88,400~~	
Drainage	5600 ~~4,105~~		5600 ~~4,105~~	
Surfacing	76315 ~~68,505~~	3,685	80 000 ~~72,190~~	
Curbs, Walks, Traffic Separators, Guard Fence	19100 ~~19,005~~	900	20 000 ~~19,905~~	
Building Reconstruction	———	5000 ~~2,195~~	5000 ~~2,195~~	
	$172,515	$14,280	$186,795	
Engineering & Contingencies	17,485	1,420	18,905	199,000
	$190,000	$15,700	$205,700	$205,700
Structures (4) (Including Eng. & Cont.)				60 000 ~~55,782~~
Signals etc. (" " " ")				5000 ~~3,000~~
			Total	~~$264,482~~ 285,000
Right of way				~~[illegible]~~ 65 000
				350,000

Const
Projects
Grade Crossings

NOTED
Highway Engineer

ESTIMATE OF COST

Union Avenue-Denver Avenue Intersection
1.16 Mile Grading & Paving

Multnomah County

1.	Clearing and Grubbing	All Spec.			$ 1,000.00
2.	Structural Excavation, Unclassified	500	Cu.Yds. @	1.50	750.00
3.	General Excavation, Unclassified	15,000	Cu.Yds @	1.00	15,000.00
4.	Removal of Pavement on Slopes	4,200	Sq.Yds @	.75	3,150.00
5.	Borrow	100,000	Cu.Yds @	.60	60,000.00
6.	Finishing Roadbed & Slopes	All Spec.			1,000.00
7.	Concrete Sewer Pipe	1,500	Lin.Ft. @	1.75	2,625.00
8.	18-inch Concrete Pipe	220	Lin.Ft @	2.75	605.00
9.	Catch Inlets	25	only @	35.00	875.00
10.	Concrete in Curbs	425	Cu.Yds @	35.00	14,875.00
11.	Traffic Separators	35	Cu.Yds @	35.00	1,225.00
12.	3"-0" Rock or Gravel in Base and Shoulders	8,500	Cu.Yds @	2.00	17,000.00
13.	3/4" - 0" Rock in Base and Shoulders	2,400	Cu.Yds @	3.00	7,200.00
14.	Sprinkling	110	M-Gal @	2.50	275.00
15.	Standard Guard Fence	1,600	Lin.Ft @	1.75	2,800.00
16.	Class "B" Asphaltic Concrete	5,700	Ton @	7.50	42,750.00
17.	Furnishing and Placing Emulsified Asphalt in Seal Coat	20	Ton @	35.00	700.00
18.	Furnishing and Placing Fine Aggregate in Seal Coat	100	Cu.Yds @	4.00	400.00
19.	SC-6 in Footpath	3	Ton @	35.00	105.00
20.	Mineral Aggregate in Footpath	36	Cu.Yds @	5.00	180.00
	Total Contract Items				172,515.00
	Contingencies & Engineering				17,485.00
	Total				$190,000.00

80,900

4,105

19,000

68,505

COST TO BE FURNISHED BY OTHERS

Structures
Landscaping
Signal & Traffic Control
Lighting

By: F. T. Young
September 21, 1942

FORM E-30 5M 12-41

[illegible]
Project
[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
State Highway Engineer

Salem, Oregon
July 22, 1942

Subject: Cost of Structures for Traffic Interchange at Denver and Union Avenues

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

The first plan for this traffic interchange contemplated three structures as follows:

1. Structure west of the club house. Two lanes over three lanes. Cost.	$ 5,250
2. Structure over Union Avenue. Four lanes over two lanes. Cost.	$14,075
3. Structure at the south end of the Oregon Slough Bridge. Four lanes over two lanes. Cost.	$12,150

The total cost for these three structures would be $31,475. If the additional undercrossing of Denver Avenue is put in to accommodate traffic bound from Swift Road to Union Avenue, it would cost approximately $12,150, making a total structural cost for the entire project of $43,625.

There is also some question as to the number of lanes which should be provided underneath the structure just west of the club house. If this is increased to four lanes, an additional $1,050 should be provided, making a total cost of $44,675 under this arrangement.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

[illegible] CM
[illegible] C. Williams
[illegible] Smith
[illegible] Chase

Form E-30—Revised—25M—4-40

Const
Projects
Grade Crossings

C. B. McCULLOUGH

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 6, 1940

Subject: Grade separation at Union and Denver Avenues

To:

Mr. G. S. Paxson
Mr. H. G. Smith

I would like to discuss with you the layout for the grade separation in Portland at the intersection of Denver and Union Avenues near the golf course. This is a very complicated structure, and I think we should be spending some little time considering it.

C. B. McCullough

CBM:AP

15-4211 Trail Rock Production 1943
Tiller-Trail & Crater Lake Hwys.

#2628

FOR FILING

15-4211

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 29, 1944

SUBJECT: Request for release of warrants
on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2428	2628	5-Final	M. C. Lininger & Sons	1,061.09	243714	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. H B G :

In checking contract warrants which I have held by request, I note this one has been accepted. Is there any reason now why we cannot mail it to the contractor?

AAW

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved ______
Secretary

Noted. 4-29-44
T.H.

RECEIVED
[illegible] 1944

15-1611

February 28, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents.
Yeon Building
Portland (4), Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2628 for work on the Trail Rock Production Project on the Tiller-Trail and Crater Lake Highways in Jackson County, has been completed by the contractor, M. C. Lininger & Sons, Medford, and that final payment in the amount of $1,061.09 will be made on or after March 9, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

For your information we wish to advise that the total contract amount is $36,363.77 of which amount $416.92 represents the amount of force account items. This contract was completed on December 24, 1943 and has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

RECEIVED
FEB 23 1944
FOR FILING

15-4211

February 21, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from August 31, 1943, to December 24, 1943, without penalty in connection with contract No. 2628 for the Tiller-Trail Rock Production Project on the Crater Lake Highway in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

cc - K. D. Lytle

R. H. Baldock 15-4211

FEB 9 1944

February 5th, 1944

COST ANALYSIS - FINAL REPORT

Trail Rock Production
M. C. Lininger & Sons, Contractors

Contract No. 2628
Glen Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P.	$13,962.68	5,305.2 Cu. Yd.	$2.63	$3.50	$18,568.20
½"-¼" " " " "	9,214.52	3,500.2 Cu. Yd.	2.63	3.50	12,250.70
¼"-0 " " " "	3,478.56	1,320.8 Cu. Yd.	2.63	3.50	4,622.80
Screen Rejects	320.75	1,283.0 Cu. Yd.	0.25	0.25	320.75
Haul Screen Rejects	85.45	769.5 Cu. Yd.	0.11	0.15	115.43
Haul Adjustment	51.20	459.8 Cu. Yd.	0.11	0.15	68.97
Force Account	416.92				416.92
	$27,530.08				$36,363.77

Gross Revenue	$36,363.77
Total Cost	27,530.08
Net Profit	$8,833.69

Net Profit Equals 24.3% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$2,400.00	
Labor	11,283.85	
State Industrial Accident Insurance	338.52	
Social Security	112.84	
Unemployment Insurance	338.52	$14,473.73
Equipment Rental, Supplies and Misc.:		
Equipment Rental (Incl. Rentals and Repairs)	$7,075.00	
Gas, Oil & Grease	2,760.40	
Lumber	650.00	
Misc. Supplies	371.41	
Move In	1,148.24	
Freight & Express	92.46	
P.U.C.	68.00	
Bond	272.73	
Insurance and Interest	168.11	
Home Office and Overhead	450.00	13,056.35
Total Cost		$27,530.08

Remarks:

This project for the production of crushed rock in stockpile was bid and awarded May 12th, 1943. The contractors started moving in and setting up August 8th, and commenced crushing September 15th. Crushing was completed December 20th.

The contractors elected to obtain all materials required from the gravel bar. This necessitated considerable more haul than if they had used both the gravel bar and quarry but was more than offset by the fact that only one set-up and no drilling or shooting was required. Fair sized gravel was obtained from the gravel deposit without undue amounts of undersized being encountered.

Crushing equipment consisted of one 15" x 24" jaw crusher, one 2'4" Traylor recrusher, one 3' x 8' scalper, one 3' x 10' three-deck screen, one 125 h.p. diesel motor and one 25 h.p. diesel and generator set. Material was loaded with a 3/4 cubic yard shovel and hauled from the bar to the plant and from the plant to stockpile by six 4 cubic yard trucks.

Progress was slow throughout the job. Breakdowns, while not of a serious nature, were frequent and occasioned a considerable amount of down time. The plant itself was not capable of high production, 185 cubic yards per 8-hour shift being the highest amount produced.

Due to the scarcity of labor it was necessary to pay high wages to hold a crew. Because of this the labor costs for the job were extremely high, 45% of the total cost.

High bid prices resulted in a good profit for the contractors. However, a plant capable of larger production would have increased this profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

Form E-1--5M--4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 22nd., 1944

Section Trail Rock Production Project

Kind of work Crushed Materials in Stockpile

Highway Tiller - Trail and Crater Lake

Section prefix 15 - 4211

Contractor M. C. Lininger and Sons

Contract number 2628

Date of contract May 12th., 1943

Date of completion August 31st., 1943

Date work started August 9th., 1943

Estimated date of completion December 24th., 1943

Amount of contract $ 35,000.00

Per cent of time elapsed 218%

Estimated cost of completed project, exclusive of engineering $ 36,350.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 1,760.00, 5.00%

Date project was completed December 24th., 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate on this job Monday and delivered same to Mr. K. D. Lytle at Roseburg on Tuesday.

Went to Coquille Tuesday to run levels over the highwat center line from Coquille to Bear Creek. Complated levels at noon Friday and returned to Grants Pass.

RECEIVED
JAN 24 1944
OFFICE OF [illegible]

Signed [illegible] E. Roberts

Address P. O. Box 306, Grants Pass, Oregon.

NOTED
E. M

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			XXXXXX		
Miles partially completed			XXXXX		
Miles completed			XXXXX		
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,126		
Average daily quantities			XXXXX		
Average daily quantities necessary to complete project on time			XXXXX		
Number shifts per day			XXXXX		
Hours per shift			XXXXX		
Average force on project for week			XXXXXX		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Foggy		
Tuesday	Fair		
Wednesday	Bright		
Thursday	Fair		
Friday	Bright		
Saturday	Foggy		

STATE PRINTING DEPT.

RECEIVED
JAN 22 1944
FOR FILING

15-4211

January 21, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2628, covering the Trail Rock Production Project on Tiller-Trail and Crater Lake Highways in Jackson County. This payment, in the amount of $3,935.26, will be made on or after January 31, 1944. The retained percentage is $1,091.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

AO

NOTED
RUTH SMITH

files

RECEIVED
AUG 21 1943
FOR FILING

15-4271

August 20, 1943

State Industrial Accident Commission
L. R. White, Assistant Commissioner
Salem, Oregon

Attention: H. H. Bennett - 112380

Gentlemen:

This will acknowledge receipt of your letter of August 19, 1943, in which you state that contributions to the Industrial Accident Commission have been paid to June 30, 1943 by W. C. Liminger & Sons in connection with contract No. 2628 for the Trail Rock Production Project, in Jackson County.

Thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RS:rw

[illegible]
FOR FILING

15-4211

June 11, 1943

M. C. Lininger & Sons
608 S. Oakdale Street
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2628, which was awarded to you on May 12, 1943, by the State Highway Commission, covering the Trail Rock Production Project on the Tiller-Trail and Crater Lake Highway, in Jackson County.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

15-4211

May 28, 1943

H. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

I am returning to you today, by express, four copies of the contract which was awarded to you by the State Highway Commission on May 12, 1943, covering the Trail Rock Production Project.

It is noted that these contracts and the bond have been signed by only one member of the partnership. The Highway Commission requires the signatures of all members of the partnership. Will you please have these affixed, both as to the agreement on page 165 and the bond on page 167, and return all copies to me for further handling. I will appreciate your expediting this matter.

Very truly yours,

HBG:AM

Secretary

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

15-4211

May 27th, 1943.,

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 7875 -- M. C. Lininger & Sons,
Contract No. 2628.

ATTENTION: R. H. Baldock, State Engineer.

We are today mailing to you under separate cover by Express, the above captioned Contract in quadruplicate, upon which we have executed Contract Bond in The Aetna Casualty and Surety Company of Hartford, Connecticut.

When these contracts have been approved by the Commissioners, please send us one copy for the completion of our records, as surety.

We trust that the contracts when received by you will be found in order, and we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

BY: H W Lively

mb

cc: -- G. Cyrus Bishop,
Office.

Recd. 5/28/43
AM

returned to Lininger & son for administration 5/28/KS
[illegible]

RECEIVED
MAY 28 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

15-4211

May 14, 1943

M. C. Lininger & Sons
608 S. Oakdale
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2628, which was awarded to you by the State Highway Commission on May 12, 1943, covering the Trail Rock Production Project on the Tiller-Trail and Crater Lake Highways, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

15-4211

May 13, 1943

M. C. Lininger & Sons
P. O. Box 1291
Medford, Oregon

Gentlemen:

The State Highway Commission on May 12, 1943, awarded you the contract for the Trail Rock Production Project on the Tiller-Trail and Crater Lake Highways, in Jackson County. This award was based on your low bid of $35,000.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

21-4211 Yaquina Bay Bridge (Clean & Repaint)
Oregon Coast Highway 1943

#2629

RECEIVED
AUG 2 6 1943
FOR FILING

21-4211

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 25, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9694	2629	2	Geo. C. Clark	10,625.00	244792	6K
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By Ruth Rawlings
Bookkeeping Dept.

Approved HBG
Secretary

NOTED
RUTH SMITH

CEIVED
UG 20 1943
OR FILING
31-4211

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 19, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9694	2629	2	Geo. C. Clark	10,625.00	244792	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By Ruth Rawlings
Bookkeeping Dept.

Hold warrant for acceptance of contract by Highway Commission

Approved H. B. Glaisyer
Secretary

NOTED
RUTH SMITH

21-4211

August 6, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2629, for cleaning and repainting the Yaquina Bay Bridge at Newport, in Lincoln County, has been completed by the contractor, George C. Clark, and that final payment in the amount of $10,625.00 will be made on or after August 16, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $25,000.00, and that no force account work was performed therein. This contract was completed on July 30, 1943, but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

NOTED
RUTH SMITH

[illegible]
[illegible]
FOR FILING

31-4211

June 2, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

I am forwarding to you today, by express, a fully executed copy of the contract which was awarded to George C. Clark on May 12, 1943, covering painting of Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County. This is for your records and files.

Very truly yours,

AM

Secretary

Mr. Clark kept an executed copy when the contracts were returned to him to secure signature of partner on the bond. Only three copies were returned to this office, as per our suggestion.

A.M.

RECEIVED
JUN 2 1943
FOR FILING

21-4211

May 29, 1943

Mr. George E. Clark
6524 North Albina Avenue
Portland, Oregon

Dear Sir:

I am returning to you today, by express, four copies of the contract which was awarded to you by the State Highway Commission on May 12, 1943, covering painting of the Yaquina Bay Bridge at Newport, Lincoln County.

It is noted that the bond on page 144 has been signed by only one member of the partnership. The Highway Commission requires the signature of all members of a partnership. Will you, therefore, please have the name of the other member of your partnership affixed to the bond and return three copies to me, including the one marked "office copy". You may retain the fourth copy, marked "contractor", for your records and files.

Very truly yours,

AM

Secretary

Ret'd 6/2/43
a m

21-4211

May 29, 1943

Mr. George A. Clark
6524 North Albina Avenue
Portland, Oregon

Dear Sir:

I am returning to you today, by express, four copies of the contract which was awarded to you by the State Highway Commission on May 12, 1943, covering painting of the Yaquina Bay Bridge at Newport, Lincoln County.

It is noted that the bond on page 144 has been signed by only one member of the partnership. The Highway Commission requires the signature of all members of a partnership. Will you, therefore, please have the name of the other member of your partnership affixed to the bond and return three copies to me, including the one marked "office copy". You may retain the fourth copy, marked "contractor", for your records and files.

Very truly yours,

AM

Secretary

Glens Falls
INDEMNITY COMPANY
of Glens Falls, N. Y.

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO

Jewett, Barton, Leavy & Kern
Resident Agents
General Insurance
SECOND FLOOR, LEWIS BUILDING
Telephone ATwater 4122
PORTLAND, OREGON

RECEIVED

21-4211

May 15th, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: GEORGE C. CLARK, CONTRACTOR
Contract No. 2629, Bridge No.
1820-B, Prefix 21-4211 - Yaquina
Bay Bridge Painting

Under separate cover we are forwarding to you four copies of the above captioned contract the bond for which we have executed in behalf of Mr. Clark.

We trust you will find the bonds in order and ask that you kindly return to us one copy of the contract for the surety company.

Very truly yours,

JEWETT BARTON LEAVY & KERN

BY H. W. Fischer

K

Rec'd 5/17
a.m

RECEIVED
MAY 17 1943
OREGON
STATE HIGHWAY COMMISSION

21-4211

May 13, 1943

Mr. Geo. C. Clark
6524 N. Albina Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2629, which was awarded to you by the State Highway Commission on May 12, 1943, covering cleaning and repainting of the Yaquina Bay Bridge at Newport on the Oregon Coast Highway, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

21-4211

May 13, 1943

Mr. Geo. C. Clark
6524 North Albina
Portland, Oregon

Dear Sir:

The State Highway Commission on May 12, 1943, awarded you the contract for cleaning and repainting the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, in Lincoln County. This award was based on your low bid of $25,000.00, under Alternate No. 2, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

134-4201 Baker Creek Bridge
Scholls Secondary Highway 1943

#2630

RECEIVED
NOV 18 1943
FOR FILING

PH - 4201

November 18, 1943

Columbia Casualty Company
Jas. McI., Wood, West & Co., Agent
625 Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2630 for construction of Baker Creek Bridge on Scholls Secondary Highway in Washington County, has been completed by the contractor, Johnston Bros., and that final payment in the amount of $4,279.44 will be made on or after November 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $8,789.01 and that no force account work was performed therein. This contract was completed on August 25, 1943, and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AD

NOTED
RUTH SMITH

E A

RECEIVED
OCT 18 1943
FOR FILING

131-4201

October 16, 1943

Mr. J. F. Johnston
800 Sheridan St.
Newberg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from July 31, 1943, to August 25, 1943, without penalty, in connection with contract No. 2630, for construction of the Baker Creek Bridge on the Scholls Secondary Highway, in Washington County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

Secretary

[illegible]

cc - F. T. Young

Recorded
10/18/43
EB.

OR FILING

134-4201

May 29, 1943

Johnston Bros.
800 Sheridan St.
~~Sheridan~~, Oregon
Newberg

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2630, which was awarded to you on May 12, 1943, covering construction of the Baker Creek Bridge on the Scholls Secondary Highway, in Baker County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
[illegible] 1 [illegible]
FOR FILING

134-4201

May 29, 1943

Columbia Casualty Company
Jas. McI. Wood, West & Co., Resident Agent
625 Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2630, which was awarded to Johnston Bros. by the State Highway Commission on May 12, 1943, covering construction of the Baker Creek Bridge on the Scholls Secondary Highway, in Baker County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

[illegible]

134-4201

May 13, 1943

Johnston Bros.
800 Sheridan Street
Newberg, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2630, which was awarded to you by the State Highway Commission on May 12, 1943, covering the Baker Creek Bridge on the Scholls Secondary Highway, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

RS

By

Secretary

NOTED
A. L. MONSON

13L-4201

May 13, 1943

Johnston Bros.
800 Sheridan St.
Newberg, Oregon

Gentlemen:

The State Highway Commission on May 12, 1943, awarded you the contract for the Baker Creek Bridge on the Scholls Secondary Highway, in Washington County. This award was based on your low bid of $8,619.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Paxson

FORM E-20 20M 7-42

FOR [illegible]

134-4201

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
APR 1 [illegible] 943

6

Salem, Oregon
April 3, 1943

SUBJECT: Baker Creek Bridge (Bridge No. 4974)

To: Mr. R. H. Baldock
Chief Engineer
Office

L

Dear Sir:

The Baker Creek Bridge, 0.2 mile north of Scholls on the Scholls Secondary Highway, is carried in our maintenance budget for rebuilding. We have purchased and have on hand all of the material for this structure, with the exception of the nails. We have lost so many of our maintenance employees that we have no crew available to do this work. It is requested that we be given authority to advertise and build the bridge under contract.

With the State furnishing the material which we have on hand, the cost should be approximately $6,500 provided the road is closed during the construction period.

This road carries a considerable volume of local traffic. A committee from the local grange (consisting of Mr. F. E. Rowell, Mr. J. A. Rowell, and Mr. L. W. Guild) has protested the closing of the road because of the large amount of farm traffic using the structure. The closure of the bridge would necessitate a detour of approximately 11 miles by way of the Farmington Bridge, and, during the harvest season, this would work a very great hardship on the farmers in the immediate vicinity. A detour bridge to carry traffic during construction would cost approximately $2,500. While this is a large percentage of the cost of the new structure, the expenditure is probably justified in view of the circumstances. If, in your opinion, the detour bridge is warranted, an authorization for $9,000 should be given.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

REFERRED TO
[illegible]
By Chief Engineer
agenda

RECEIVED
FOR FILING
Denny
Projects
Bridges

March 30, 1943

Mr. M. V. Bennett
Supervisor, Mold Loft
Kaiser Company, Inc.
Portland, Oregon

Dear Sir:

Your letter of March 20, bearing the endorsement of twelve other residents of the Scholls district, has been received. The condition of the existing bridge over Baker Creek is such that its immediate replacement is necessary in order to safeguard traffic. Because of the alignment of the approach pavements, it will be necessary to build this bridge on the same location as the existing structure. We have investigated the cost of a detour bridge at this site and found that it would cost between $2,500 and $3,000. It does not seem to us that this additional expenditure is warranted, especially at this time when our highway revenues have been reduced to a dangerously low point.

It is noted that most of those endorsing your letter are employed in the Portland area. A route from South Scholls to a junction with the Pacific Highway West at Fourth Avenue and Jefferson Street in Portland is only four miles longer than your usual route over the Scholls Secondary Highway to the same point. We will require our contractor to use every effort to complete the work within the least possible time, and it is anticipated that, within from four to six weeks after the closing of the structure, the work can be far enough along to permit the reopening of the structure to traffic.

We realize the inconvenience that this closure will cause, but do not believe that it is serious enough to justify the expenditure for the detour bridge.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CM
cc G. S. Paxson

KAISER COMPANY, INC.
PORTLAND, OREGON

TELEPHONE:
WEBSTER 3281

March 20, 1943

FILE REFERENCE

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

We, the undersigned, hereby file a vigorous protest against the complete closing of Highway No. 210 owing to the building of a new Baker Creek bridge at Scholls. It is estimated that the road will be closed for a period of two months.

An extra usage of vital war materials, gas and rubber (both rationed), will be necessitated by this closing as it will mean an additional drive of from fifteen to twenty miles per day over a rough gravel road for us who all work in defense industries in Portland.

We ask that further consideration be given to the above conditions before the starting of this project as it will work a great hardship if this road is closed. Surely there is another engineering plan which would not cause this community to be so greatly inconvenienced.

Respectfully submitted,
M.W. Bennett - Supvr. Mold Loft
Kaiser Co Inc.

Walter J Dees, shipwright
Swan Island

J W Degerman
Commercial Iron Works

Kale Hitchcock
West Made Desk Co.

Willamette Iron & Steel Corp

Edward Behm

J B Bartlett

Harley Buzzell

Eleanor Anderson - Rt 4 Sherwood
teacher midway

Bob Christopherson - Oregon

H.D. Stark. - Oregon

J S Herd Oregon Shipbuilding Corp

L. Demaree Housing Project Portland

Sylvia Peters, Prin. Hill School
Rt. 2 Gaston, Or.

George W. Bartlee
Hillsboro Ore Route 5

RECEI
MAR 27 1943
OREGON
HIGHWAY COMMISSION

PORTLAND YARD

H. E. Devault. Oregon Shipyard St Johns.	David H Olyander Oregon Ship.	
Albina E. V Hanson	Patrick E Hodges Oregon Ship	
Iva Hanson Union Pacific freight yard		
Clarence B Phelps	Union Pacific R R.	
R. H. Schuman	Monarch Forge & Mach wks.	

RECEIVED
FOR FILING
Const
Projects
Bridges

March 30, 1943

Mr. C. E. Trask
Potter-Trask Co.
Scholls, Oregon

Dear Sir:

Your letter of March 26 concerning the closure of the Baker Street Bridge has been received. We realize the inconvenience which the closure of this structure will cause the residents in the immediate vicinity of Scholls. The only practicable way to care for traffic at this site during the construction of the bridge would be to build a detour bridge alongside the present structure. Our estimates show that this would cost from $2,500 to $3,000. We will require our contractor to make all possible speed in his work, and it is anticipated that, within from four to six weeks after the closing of the structure, the work can be far enough along to permit the reopening of the structure to traffic.

Our highway revenues have been seriously depleted by the gas rationing program, and we do not feel that the expenditure of this amount of money is justified under the circumstances. We are sorry that this decision must be made, but hope that you will realize its necessity.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CM
cc G. S. Paxson

Scholls, Ore.
Mar. 26, 1943.

R. H. Baldock,
State Highway Engineer,
Salem,
Oregon.

Dear Sir,

We in the General Mdse. business and Cold Storage Lockers in North Scholls, also a number of business men above here with occupation in Portland, such as shipping foreman, principal of high school, and a number of others which unanimously protest against the total closing of Baker Creek bridge while under construction.
We also ask a temporary bridge constructed to take care of the U.S. Mail, school busses and milk trucks. Please give this your consideration before closing traffic on the highway.

Yours sincerely,

POTTER-TRASK CO.,

C.B. Trask

CBT/IS

RECEIVED
MAR 27 1943
OREGON
STATE HIGHWAY COMMISS

26-1065 Erection of the Battleship Oregon
Foremast at Portland 1943

#2631

RECEIVED
NOV 11 1944
FOR FILING

21-1065
2631

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 9, 1944

SUBJECT: Bill for Work near Battleship Oregon

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

File

Dear Sir:

Attached, in triplicate, is a bill from the City of Portland, Bureau of Parks, covering the cost of landscaping and installing of a sprinkling system at the Battleship Oregon Plaza.

Also attached is a copy of a letter from Mr. Keyser, dated November 8, 1944, on the subject.

This statement of costs is in line with Mr. McCullough's letter to Mr. Keyser, dated August 21, 1944.

Very truly yours,

F. T. Young
F. T. Young
Acting Division Engineer

FTY:IH
cc
Enclosures

Statement sent to
accounting Div. 11-13-44

EIVED
16 1944

C
O
P
Y

COPY

CITY OF PORTLAND, OREGON

Department of Finance
Kenneth L. Cooper, Commissioner

BUREAU OF PARKS

C. P. Keyser
Superintendent

115 City Hall

November 8, 1944

Mr. Frank T. Young,
9200 S. E. McLoughlin Blvd.,
Portland, Oregon

Dear Mr. Young:

Referring back to Mr. McCullough's letter of August 21st, I am submitting herewith attached a bill for $1125 for planting lawn and installing sprinkler system around the foremast of the Battleship Oregon. This work has been completed by contract with the Western Golf Course Supply Company with the exception that they were not able to supply the specified sprinkler heads. They, however, are obligated to complete the job for the price indicated, that is $1125.

Perhaps the most convenient way to dispose of this matter would be for the Highway Commission to draw a warrant in favor of the City Treasurer of the City of Portland and permit us to dispose of the matter entirely.

Yours very truly,

C. P. Keyser (Signed)
Superintendent of Parks

K:d
Encl.

26 - 1065

Contract # 2621

October 6, 1944

Adm.
Beautification
Historical Markers

Maint.
Parks

Const
Landscaping
General

Mr. J. O. Bredemeier
Auditor pro tem
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 4 and the copy of the Portland City Council Resolution No. 22474 contained therein.

We appreciate very much the receipt of this information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

CITY OF PORTLAND, OREGON

OFFICE OF CITY AUDITOR
PORTLAND 4, OREGON

J. O. BREDEMEIER
City Auditor
Pro tem

October 4, 1944.

STATE HIGHWAY COMMISSION,
Salem,
Oregon.

Gentlemen:

Herewith please find copy of Resolution No. 22474.

ACKNOWLEDGED
H. B. GLAISYER

Yours very truly,

J. O. BREDEMEIER
Auditor pro tem of the City of Portland
By Albert G Roff
Deputy.

RECEIVED
OCT 6 - 1944
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

[illegible] thereof, with the understanding that the City of Portland will take over and maintain Battleship Oregon Park; and it appearing that a flag has been donated and a wooden flag pole to stand 100 feet high has been turned, painted, and fitted, and that the Battleship Oregon Commission has raised the sum of $700.00 with which to construct a concrete base for the flag pole and a stone pedestal for the figurehead and plaque mounting;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Portland, that the designs submitted and the recommendations of the Art Commission and of the Superintendent of Parks be, and the same are hereby approved; and the Mayor and Commissioner of Finance be, and they hereby are authorized, for and on behalf of the City, to execute all plans, maps, designs and documents, and generally to do all things and perform all acts necessary, requisite or convenient to the final completion of said project.

Adopted by the Council OCT 4 [illegible]

R. E. Riley
Mayor of the City of Portland

Attest: Jas Bredemeier
Auditor pro tem of the City of Portland

9/27/44
Commissioner Cooper
JOS:mk

RESOLUTION NO. 22474

WHEREAS, there has been submitted to the Council by Battleship Oregon Naval Post No. 1478, Veterans of Foreign Wars, plans and designs of a bronze memorial plaque, (metal salvaged from the Battleship Oregon), and mounting of the Battleship figurehead and general design for a flag pole and the resetting of the Spanish War Nurses Memorial Sundial in Battleship Oregon Park, and

WHEREAS, the Art Commission has approved the plans therefor, with the special recommendation that a paved walk of competent design be provided to connect the figurehead mounting with the foremast structure, and C. P. Keyser, Superintendent of Parks, has also approved said plans and recommended to the Council that favorable action be taken with respect thereto, and

WHEREAS, the State Highway Commission has turfed the area and provided funds to install an automatic sprinkling system for the upkeep thereof, with the understanding that the City of Portland will take over and maintain Battleship Oregon Park; and it appearing that a flag has been donated and a wooden flag pole to stand 100 feet high has been turned, painted, and fitted, and that the Battleship Oregon Commission has raised the sum of $700.00 with which to construct a concrete base for the flag pole and a stone pedestal for the figurehead and plaque mounting;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Portland, that the designs submitted and the recommendations of the Art Commission and of the Superintendent of Parks be, and the same are hereby approved; and the Mayor and Commissioner of Finance be, and they hereby are authorized, for and on behalf of the City, to execute all plans, maps, designs and documents, and generally to do all things and perform all acts necessary, requisite or convenient to the final completion of said project.

Adopted by the Council OCT 4

R. E. Riley

Mayor of the City of Portland

Attest:

Auditor pro tem of the City of Portland

9/27/44
Commissioner Cooper
JOS:mk

Mr. Smith: This supersedes my instructions of August 16th to advertise this job. We found we could do it this way and save the trouble of advertising.

C.B.McC.

Const
Landscaping
General

August 21, 1944

Mr. C. P. Keyser
Superintendent of Parks
Bureau of Parks
314 City Hall
Portland 4, Oregon

Dear Keyser:

I talked with Division Engineer Frank Young over the telephone a few days ago and he informed me that you would be willing to take charge of the landscape work involved in the area in which the Battleship Oregon mast is located, billing us for the actual cost involved.

The purpose of this communication is to thank you for your cooperation in this matter and to state that such an arrangement meets with our entire approval.

It is understood that the work involved consists of preparing the subgrade, furnishing and spreading 4 inches of top soil, and planting the lawn. It also includes the installation of an underground sprinkler system, including the pipe, control valves and risers but probably not the heads since it appears impossible to secure them at this time. It is our understanding that the cost of this work will not exceed about $1150.

It is suggested that you present your bill for the above work to Mr. Young, who will forward it to this office.

Again we wish to thank you for your cooperation.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc F.T.Young
H.G.Smith

CBM/k

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Sir:

You asked me yesterday about landscaping the Battleship Oregon park area. I have prepared an agreement which the City of Portland has approved and I understand plans to execute so that it will be available for the Highway Commission's consideration at its next meeting, which agreement contains among other things to be done by the City this provision:

> "Maintain, supervise and care for all landscaped areas lying back of the curb lines on all streets and roads described or designated in this agreement, including the parkway between Front Avenue and Harbor Drive."

Now I do not know whether it is the purpose of the State and the City to include in that obligation the Battleship Oregon park area. I think that the subject might be discussed with the City in the light of the obligation which the City is willing to assume, and if it is not the purpose of the parties that the work you are now discussing is to become a part of this larger agreement, I think as a part of the larger agreement we could say to the City that the State will reimburse them in whole or in part for the work done in connection with the Battleship Oregon area. Anyway, there is a way out available.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1944

SUBJECT:

To:

Mr. H. G. Smith

I have discussed the attached (Seeding the area on which the Battleship Oregon Mast is located) with Mr. Devers and Mr. Baldock. It appears that we are without authority to enter into private contract of this kind and it is suggested that it be advertised at the next meeting.

Will you please confer with Mr. Probert and work up the necessary plans, specifications, etc., so that bids can be taken on September 11th.

C. B. McCullough

(This letter superseded by that of 8/21/44 to Keyser.)

CBM/k

RECEIVED
AUG 17 1944

FOR FILING

Coast

Landscaping

General

Salem, Oregon
August 16, 1944

Mr. H. G. Smith

I have discussed the attached (Seeding the area on which the Battleship Oregon Mast is located) with Mr. Devers and Mr. Baldock. It appears that we are without authority to enter into private contract of this kind and it is suggested that it be advertised at the next meeting.

Will you please confer with Mr. Probert and work up the necessary plans, specifications, etc., so that bids can be taken on September 11th.

C. B. McCullough

CBM/k

FORM E-30 25M 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 10, 1944

SUBJECT: Seeding the area on which the Battleship Oregon Mast is located.

To:

Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Attached is a letter from Mr. C. P. Keyser, Superintendent of Parks in Portland, together with ~~the~~ letter from the Western Golf Course Supply Company, in answer to Mr. Keyser's request to them for a bid to seed the area on which the Battleship Oregon Mast is located.

The price quoted for top soil and planting is reasonable as the area contains approximately 8400 square feet and will require approximately 100 cubic yards of top soil. The Western Golf Course Supply Company are the same people that did our seeding at Union and Denver.

The Buckner, Thompson, Gates and other companies make a pop-up head which is superior to the Thompson stationary head type such as is used at the Portland Headquarters. There is a slight variance in head spacing for various types but not enough to make much difference in cost. The advantage of placing the pipes prior to seeding is obvious. Mr. Keyser's office is inclined to believe that the price quoted by the Western Golf Course Supply Company to install the sprinkling system is high, although, on further investigation it might prove otherwise. Mr. Keyser recommends the seeding work be done by the first part of September.

Yours truly,

F. T. YOUNG
Acting Division Engineer

FTY:br
Encl.

McCullough.
Contract on Sept 11th

RECEIVED
AUG 11 1944

August 4, 1944

COPY

Mr. Frank Young
State Highway Commission
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Mr. Young:

Attached is a copy of a letter from the Western Golf Course Supply Company giving an estimate for the development of a lawn area and sprinkling system for the Battleship Oregon Park, totaling $1125. This, I believe, is the extent of the work which Mr. Baldock was expecting the Highway Commission to accomplish.

For your information I have been told that the patriotic veterans and perhaps others, are planning a celebration on Navy Day at which time they expect to have the figurehead placed, a hundred foot flag pole erected at the north end of the triangle, and a bronze plaque properly placed on the foremast.

Yours very truly,

Superintendent of Parks

K:d

August 2, 1944

C. P. Keyser
Superintendent of Parks
Bureau of Parks
314 City Hall,
Portland 4, Oregon

COPY

Dear Sir:

In answer to your letter of July 24 relative to the cost of planting a lawn and installing a sprinkler system around the foremast of the Battleship Oregon, we can make you the following contract prices:

Planting lawn $475.00. This consists of preparing subgrade, furnishing and spreading 4 inches of top soil, $200.00, planting lawn, furnishing all labor and materials $275.00. In making the above lawn we would use not less than 25 pounds of Colonial Bent, 25 pounds of Chewing Fescue and 25 pounds of Creeping Fescue. We would apply 400 pounds of our special lawn fertilizer. The use of the above materials will insure you the finest turf that can be planted.

For a sum of $650.00 we could install an underground Buckner pop-up sprinkler system. This sum can be segregated as follows: Installation of underground pipe, including control valves and risers $575.00, furnishing and installing pop-up heads $75.00. In other words, as it is now impossible to secure the Buckner pop-up heads or any other pop-up heads, we could install the underground sprinkling system complete, cap the risers so that the moment the heads are available we could put them on.

If there is any further information you desire, let us know.

Yours very truly,

WESTERN GOLF COURSE SUPPLY CO.

S. T. Blohm

STB:dml

RECEIVED
JUN 10 1944
FOR FILING

31-1065
2631

June 9, 1944

Mr. Marshall N. Dana, Chairman
Battleship Oregon Commission
c/o Oregon Journal
Portland 7, Oregon

Dear Mr. Dana:

In response to your communication of June 8, do not forget our engagement for luncheon on Wednesday, June 14, at 12:15 at the Benson Hotel.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

Oregon Journal
PORTLAND 7, OREGON

June 8, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I have read, reflectively, your letter of June 6, the subject of which is the policy of cooperation on the part of the State Highway Department in the Battleship Oregon Marine Park which has been crossed, and in large part occupied, by Harbor Drive.

I have particularly dwelt upon the third paragraph of your letter in which you say, "I am unable to reconcile any connection between the use of the area set aside as the Battleship Oregon Marine Park and the erection of the mast as partial compensation therefor. There is nothing in the record about the acquisition of the property other than that it belongs to the City of Portland. The erection of the Battleship Oregon mast was handled by the Commission headed by T. H. Banfield and there appears to be no connection between the two transactions."

It is possible that your statement, as quoted, is correct in the letter, but I am entirely sure that it misses the spirit. The Battleship Oregon Marine Park was developed as part of the "permanent" berth of the Battleship Oregon, and for this purpose a large sum of money was raised by public subscription. Much of the value of that which had been created through this generosity of civic-minded citizens was destroyed by the construction of Harbor Drive. It was, at all times, my understanding that the State Highway Department would, in appreciation of this fact, leave the Marine Park in beautified condition. The immediate request was merely that the small strip around the foremast be put in a sightly condition prior to dedication on July 3.

I have no desire whatsoever to press this matter, but I do regretfully feel that our correspondence, together with your citing of minutes from the meeting of the Oregon State Highway Commission on February 18, 1943, discloses a disposition to use energy that might be employed in constructive cooperation in categorying the reasons why things are not to be done and cooperation is not to be extended. I also regret to feel that this attitude of reticence and "closed corporation" policy on the part of the Highway System neglects the vital element of public good will and interest which created the Highway System and has, in the years since, financed it with many millions of dollars, supporting the Commission and the Department repeatedly against intended invasion of highway funds.

This letter is written after conversation with Mr. Banfield, chairman of the Highway Commission and Mr. Keyser, City Park Superintendent.

Respectfully,
Marshall N. Dana
Marshall N. Dana
Chairman, Battleship Oregon
Commission

MND:JW

RECEIVED
JUN 9 1944
STATE HIGHWAY COMMISSION

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RECEIVED
FOR

[illegible]
2631

June 6, 1944

Mr. Marshall N. Dana, Chairman
Battleship Oregon Commission
c/o Oregon Journal
Portland 7, Oregon

Dear Mr. Dana:

In response to your communication of May 31, with reference to the landscaping of a small plot of ground around the Battleship Oregon mast adjacent to Harbor Drive in the City of Portland, advise that I discussed this with the Chairman of the State Highway Commission on the phone and he is averse to performing any more work at this site. He asked me to advise you that the Highway Commission agreed to pay half the cost of the erection of the Battleship Oregon mast provided the City of Portland would pay its half. This the City of Portland refused to do and, therefore, the half of the cost was paid by the Battleship Oregon Commission.

The final action on the matter was covered by an agreement dated the tenth day of June, 1943. In this agreement it was stated that the City was to maintain said foremast, its foundations and grounds, as provided for in City Ordinance No. 78764, passed by the Portland City Council on May 27, 1943.

I am unable to reconcile any connection between the use of the area set aside as the Battleship Oregon Marine Park and the erection of the mast as partial compensation therefor. There is nothing in the record about the acquisition of the property other than that it belongs to the City of Portland. The erection of the Battleship Oregon mast was handled by the Commission, headed by T. H. Banfield, and there appears to be no connection between the two transactions.

You will readily understand that questions of this kind are entirely a matter of policy on which the Highway Commission alone can pass. I am sure that the Commission as a whole will agree with Mr. Banfield, the Chairman, in establishing a policy of this kind.

If you wish to appear before the Commission with further reference to this matter, the Commission will meet in Portland on June 14 and I shall be pleased to request the Secretary to set a time aside for you for this purpose, if you so desire, for any presentation that you care to make.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:NI

Excerpt from minutes of Oregon State Highway Commission, February 18, 1943:

The Commission discussed a letter from Mr. Marshall N. Dana, Chairman of the Battleship Oregon Commission, in which the Highway Commission is asked to assume the responsibility for redesigning Battleship Oregon Marine Park, in Portland, and in connection therewith to make provision for the placement of the foremast that was salvaged from the Battleship Oregon, and for other architectural features. The Commission considered that this really is a city responsibility, in view of the fact that the park is a city park, but agreed to cooperate. The Engineer was thereupon instructed to consult the city officials relative to their desires with respect to the placement of the foremast. He was also instructed to discuss with the city the matter of paying the expense involved with funds received from the rental of properties that were acquired jointly by the state and the city in connection with the Front Avenue improvement.

Oregon Journal
PORTLAND 7, OREGON

May 31, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

As I write this letter, I am in conference with Claude I. Sersanous, Portland business man and state director of the salvage campaign, who is also chairman of a committee appointed by myself as chairman of the Battleship Oregon Commission, to arrange for placement of the mast of the battleship Oregon and for the beautification of the site on which the mast is now erected.

As you will readily recall and as your files will reveal, the State Highway Commission constructed Harbor Drive through the area set aside as the Battleship Oregon Marine Park. As a partial compensation for the disarrangement, the commission met half of the cost of placing the mast on its cement foundation.

Mr. Sersanous now brings to me, the question of the seeding of the area around the mast. It is a small, triangular strip. Would it be possible for the State Highway Commission to prepare the soil by leveling and cultivation and either seed or sod it before July 3, when, under the direction of Mr. Sersanous's committee, the mast will be dedicated at a public gathering? In connection with inducing grass to grow upon the site, the installation of an underground sprinkler system would be desirable and necessary. The Portland superintendent of parks, C. P. Keyser, has made some rough estimates that indicate that the cost of preparing the area by sodding it would be $1500. If it is seeded, the cost would be materially less, but the difficulty of inducing grass to grow would, of course, be greater. It may be that you have, in your organization, the facilities for a task of this kind and would feel that it is incumbent upon the State Highway Department to make the improvement.

May I, and particularly on Mr. Sersanous's behalf, ask for the earliest possible acknowledgment and indication of what you think can be done?

Kind regards,

Marshall N. Dana

Marshall N. Dana
Chairman, Battleship Oregon Commission

RECEIVED
JUN 2 1944
OREGON
STATE HIGHWAY COMMISSION

MND:JW

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
APR 1 1944

March 30, 1944

[illegible]-1065
2631

Mr. Marshall N. Dana, Chairman
Battleship Oregon Commission
Journal Building
Portland 5, Oregon

Dear Mr. Dana:

In the agreement with the Battleship Oregon Commission, under which the Highway Commission undertook the installing of the foremast of the old Battleship Oregon, as a permanent monument on Harbor Drive in the City of Portland, provision was made whereby the Battleship Oregon Commission would bear one-half of the expense incurred in making the installation, which expense was then estimated at $1,800. The agreement provided, also, that the Battleship Oregon Commission would make an advance payment to the Highway Commission in the amount of $900, with the understanding that if the cost of the work overran $1,800, the Battleship Oregon Commission would make additional payment in an amount equal to one-half of the overrun.

The work is now completed and it is found that the cost has overrun $1,800 to the extent of $150.14. There is due the Highway Commission, therefore, the sum of $75.07.

An invoice giving an itemized statement of the cost and calling for payment of the $75.07 mentioned is being enclosed. We will appreciate your arranging with the Battleship Oregon Commission for its payment.

Very truly yours,

State Highway Engineer

Encl.

Div. file

FORM E-90 25M 1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 10, 1944

26-1065

2631

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2268	2631	2-Final	Lindstrom Bros.	534.32	253534	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

H. B. G. Acceptance advice is received on this.

asw

ACCOUNTING DIVISION

By __________
Bookkeeping Dept.

Ok to release warrant

Approved __________
Secretary

RECEIVED
FEB 23 1944
FOR FILING

26-1065
2631

February 21, 1944

Lindstrom Bros.
0240 S. W. Palatine Hill Road
Portland 1, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from July 31, 1943, to January 20, 1944, without penalty, in connection with contract No. 2631 for the erection of the foremast of the Battleship Oregon in the city of Portland in Multnomah County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By
Secretary

[illegible]

cc - F. T. Young

RECEIVED
FEB 21 1944
FOR FILING

2631

February 19, 1944

Continental Casualty Company
C. A. Tomassene, Agent
614 Wilcox Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2631, for work on the erection of foremast of the Battleship Oregon, near Clay Street, between Harbor Drive and Front avenue, in the city of Portland, in Multnomah County, has been completed by the contractor, Lindstrom Bros., and that final payment in the amount of $524.32 will be made on or after February 29, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $1,862.00 of which amount $403.80 represents the amount of force account items. This contract was completed on January 20, 1944 and accepted by the Commission on February 17, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

FORM E-30 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1943

21-1-65
2631

SUBJECT: Battleship Oregon Foremast

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

NOTED
C. B. McCullough

L

Dear Sir:

Mr. Keyser, Superintendent of the Bureau of Parks in Portland, is requesting considerable additional work in connection with the erection of the foremast from the Battleship Oregon. This includes the rigging of the spar, the placing of a capping on the wooden mast, the removal of conduits from the outside of the mast shell, the removal of the lower stage of the ladder, and the providing of hasps and locks for the doors. These were not included in the contract, because we did not know what the Bureau of Parks or the Battleship Oregon Commission would want. We did include a provision that certain repairs and rearrangements might be necessary and specifically advised the contractor that such work would be done as extra work if and when authorized by the engineer. The total cost of these items probably will be less than $200.

The agreement with the Battleship Oregon Commission provided that they should pay one-half the cost of the project, and they have deposited with us a check for $900 as a guarantee of their half. Our contract amount was $1,630, but our total payments under the contract (based on actual unit quantities) will be approximately $1,470. Engineering costs to date have been approximately $50. It appears that we will have a surplus of about $280 under the $1,800 total cost set up for the project. Will you please advise whether you want us to cooperate with the Bureau of Parks and the Battleship Oregon Commission in doing this extra work.

Another item mentioned by Mr. Keyser is the desirability of a bronze plate. The following is quoted from his letter:

> "Finally, I believe it would be nice to get a bronze replica and inscription to mount somewhere for the edification of visitors, telling why we cherish the foremast as a memento of a heroic vessel."

It would seem that this is outside of the intention of the Commission when they entered into the agreement and should be left to the Commission to make such arrangements as they wish.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

Verbal approval given 7/19/43
CBMcC

26-1065
2631

June 18, 1943

Lindstrom Bros.
0240 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2631, which was awarded to you on June 4, 1943, by the State HIGHWAY Commission, covering erection of the Battleship Oregon Foremast, in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED

26-1065

2631

Salem, Oregon
June 17, 1943

C&A 734

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

We hand you, herewith, one fully executed copy of the agreement between the State Highway Commission and the Battleship Oregon Commission with reference to the erection and maintenance of the foremast of the old Battleship Oregon.

Mr. Glaisyer has retained one copy of this agreement and has forwarded one copy to the Battleship Oregon Commission and another copy to the Secretary of State.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:js
Encl.
CC - Mr. J. M. Devers

26-1065
26-31

The JOURNAL
JOURNAL PUBLISHING COMPANY
PORTLAND, OREGON 7

June 15, 1943

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for sending me a copy of the agreement between the Battleship Oregon Commission and the State Highway Commission. I am passing it along to Mrs. Cora A. Thompson, secretary of the Battleship Oregon Commission, for the files.

Very truly yours,

Marshall N. Dana
Marshall N. Dana
Editor, Editorial Page

MND:ge

Best to you.

RECEIVED
JUN 16 1943
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

26-7065

June 12, 1943

Mr. Marshall N. Dana, Chairman,
Battleship Oregon Commission
c/o The Journal
Portland, Oregon

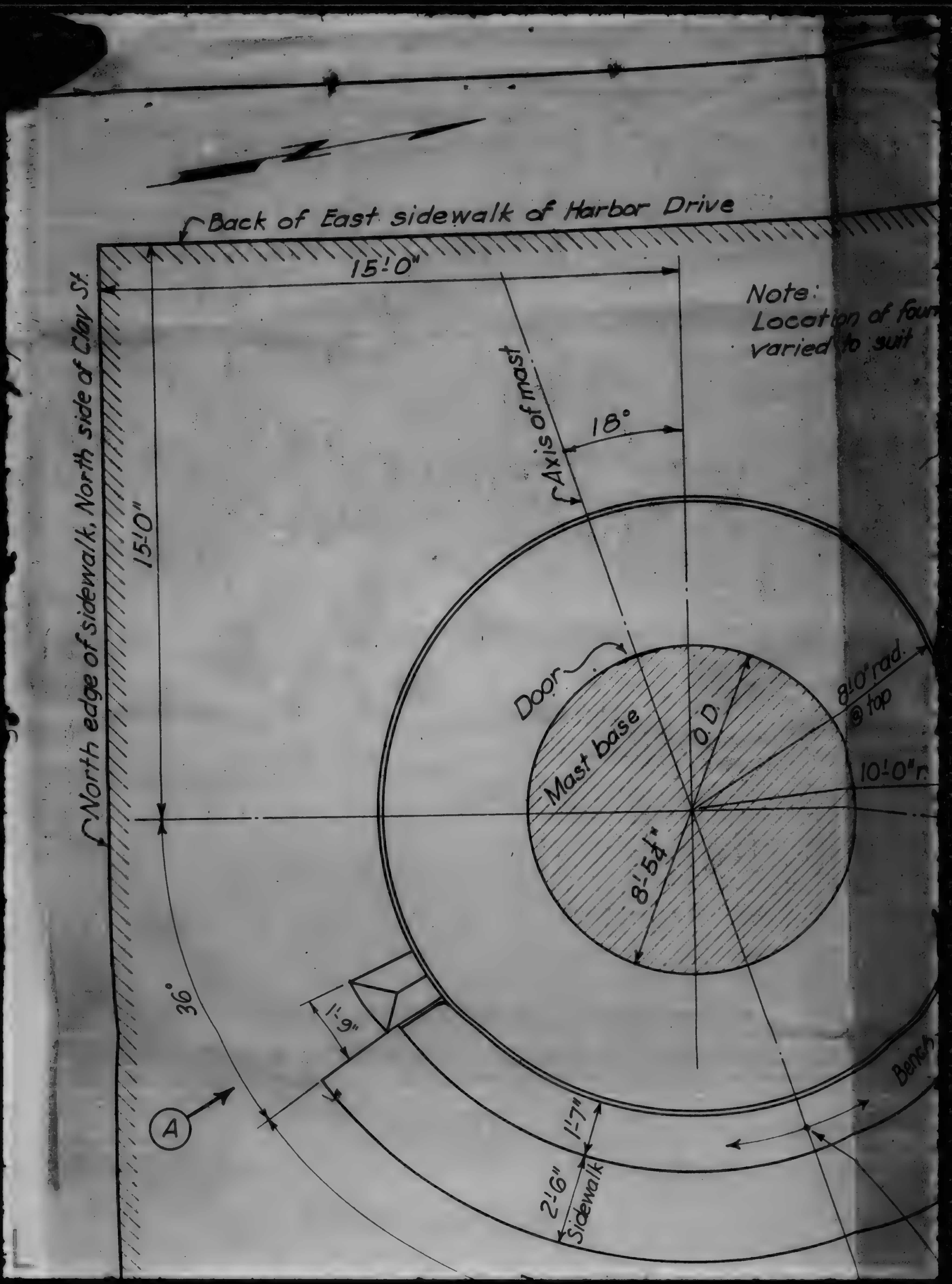
Dear Sir:

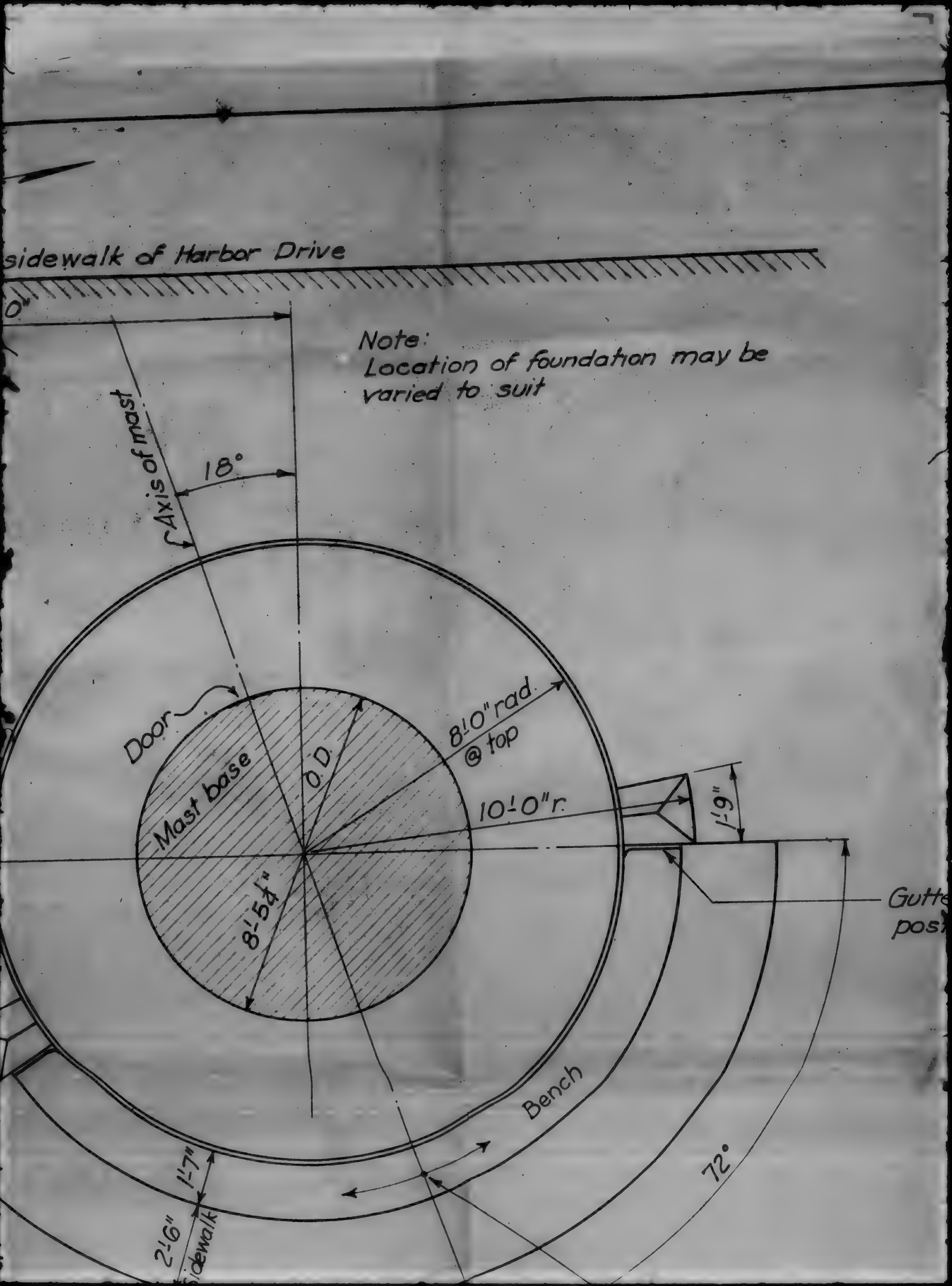
I am handing you herewith, for the records and files of the Battleship Oregon Commission, an executed copy of the agreement between that Commission and the State Highway Commission relative to the erection and maintenance of the foremast of the Battleship Oregon.

Very truly yours,

HBG:AM

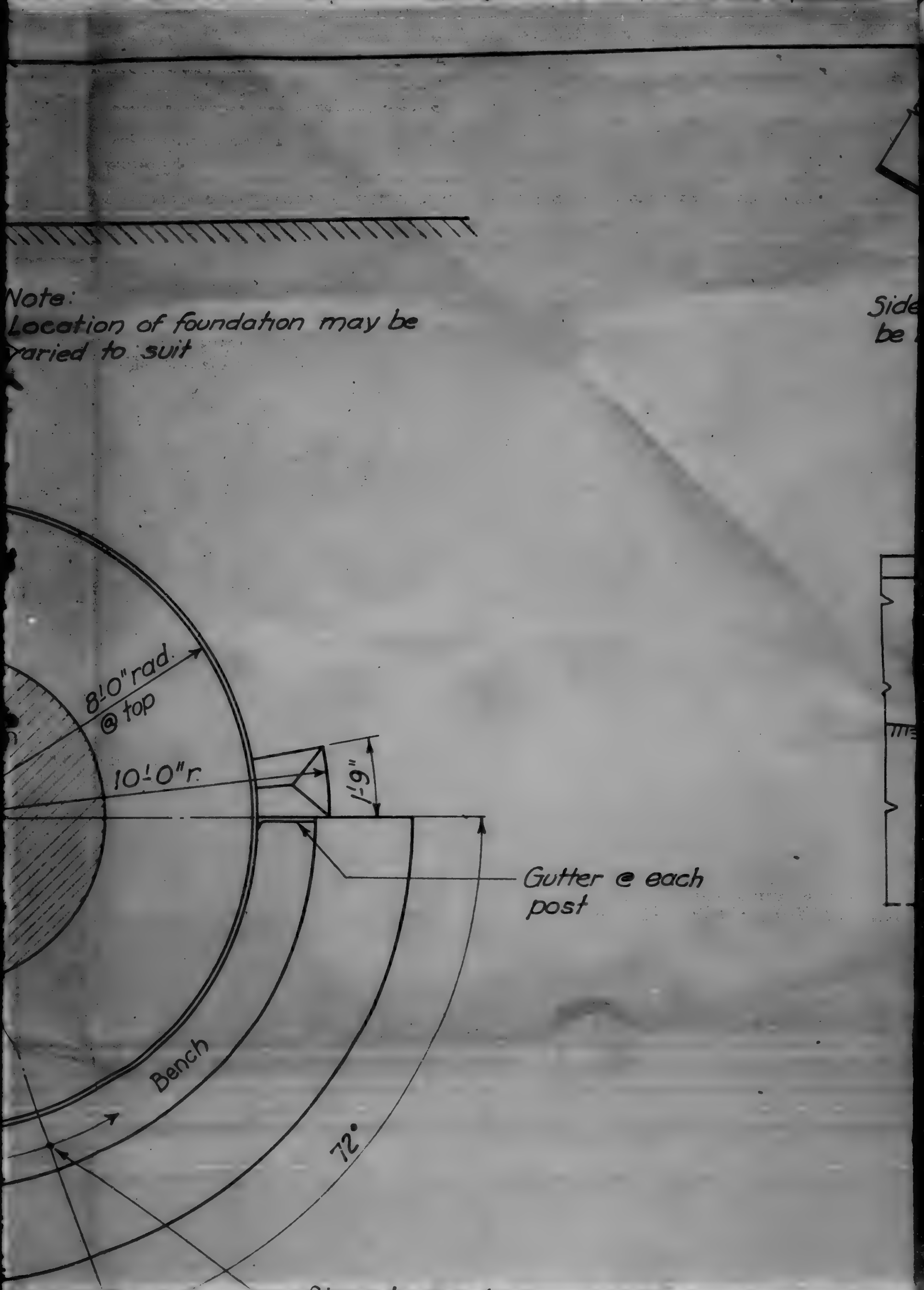
Secretary


Back of East sidewalk of Harbor Drive
15'-0"
North edge of sidewalk, North side of Clay St.
15'-0"
Note:
Location of foun
varied to suit
Axis of mast
18°
Door
Mast base
O.D.
8'-0" rad.
@ top
10'-0" r.
8'-5½"
36°
1'-9"
A
1'-7"
2'-6"
Sidewalk
Bench

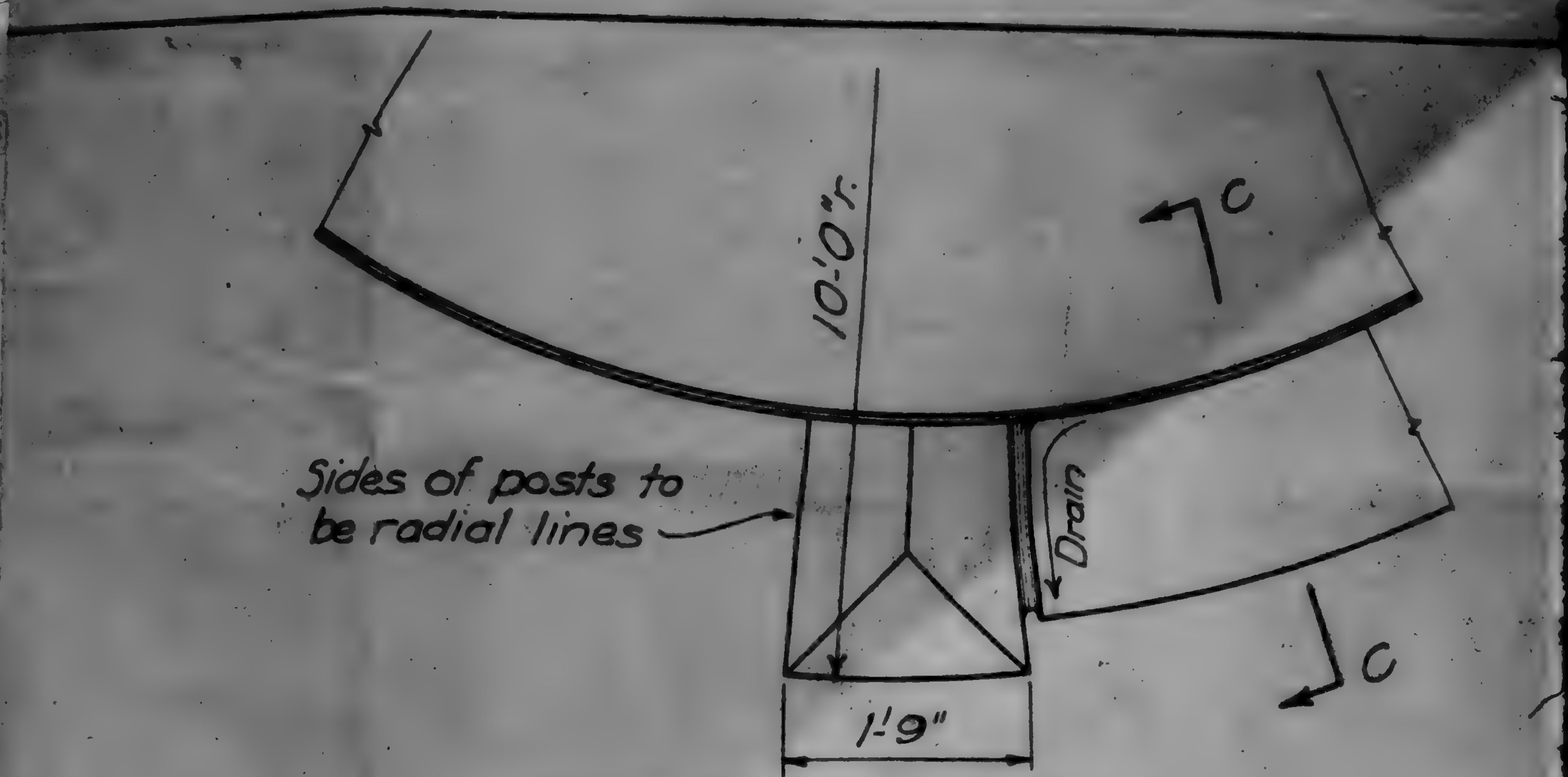


Note:
Location of foundation may be varied to suit

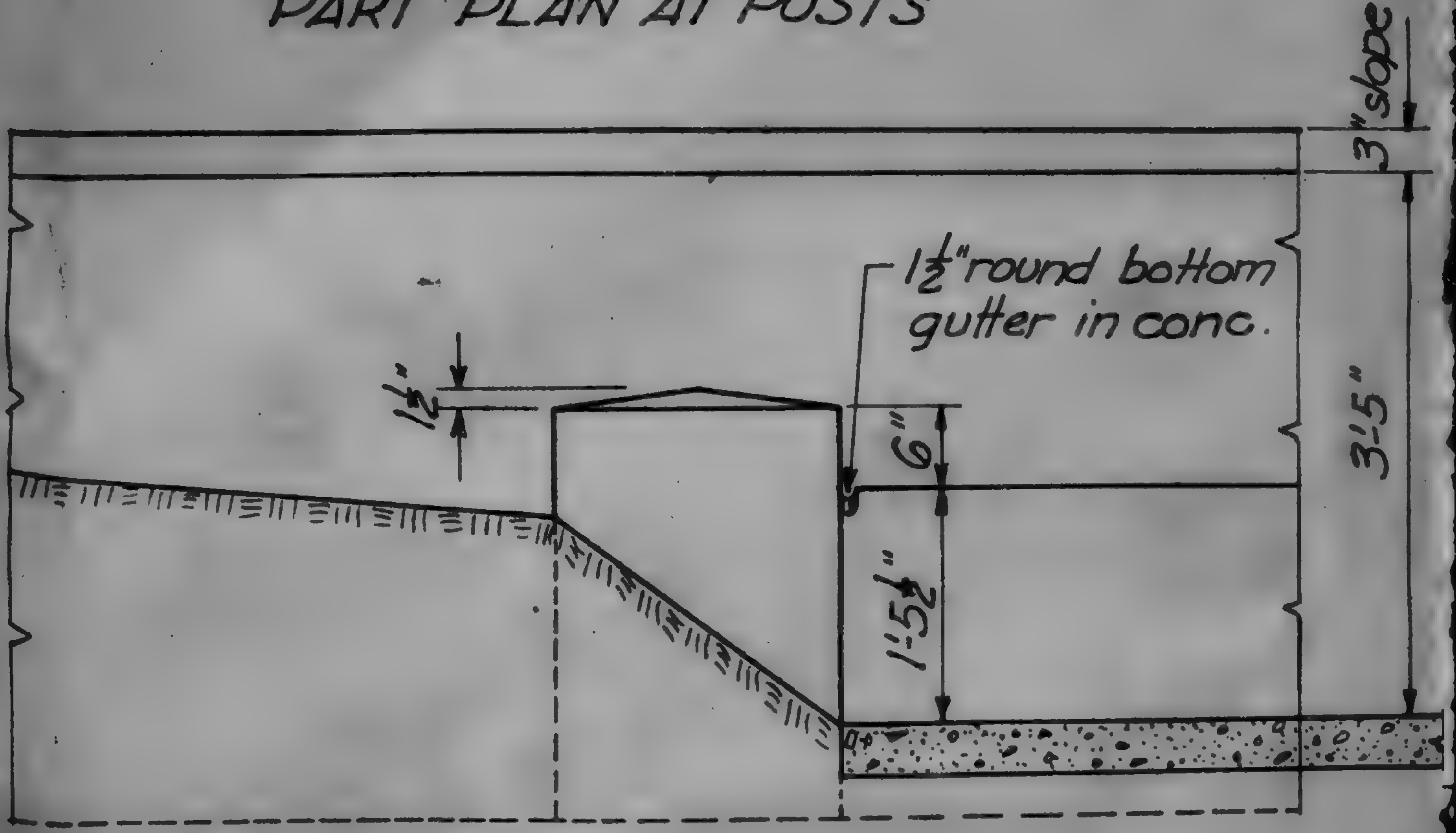
sidewalk of Harbor Drive
0"
Axis of mast
18°
Door
Mast base
O.D.
8'-0" rad. @ top
10'-0" r.
1'-9"
8'-5¼"
Gutte
pos
Bench
72°
1'-7"
2'-6"
Sidewalk


Note:
Location of foundation may be varied to suit

8'-0" rad. @ top
10'-0" r.
1'-9"
Gutter @ each post
Bench
72°
Side
be


10'0"r.
C
Sides of posts to be radial lines
Drain
C
1'9"

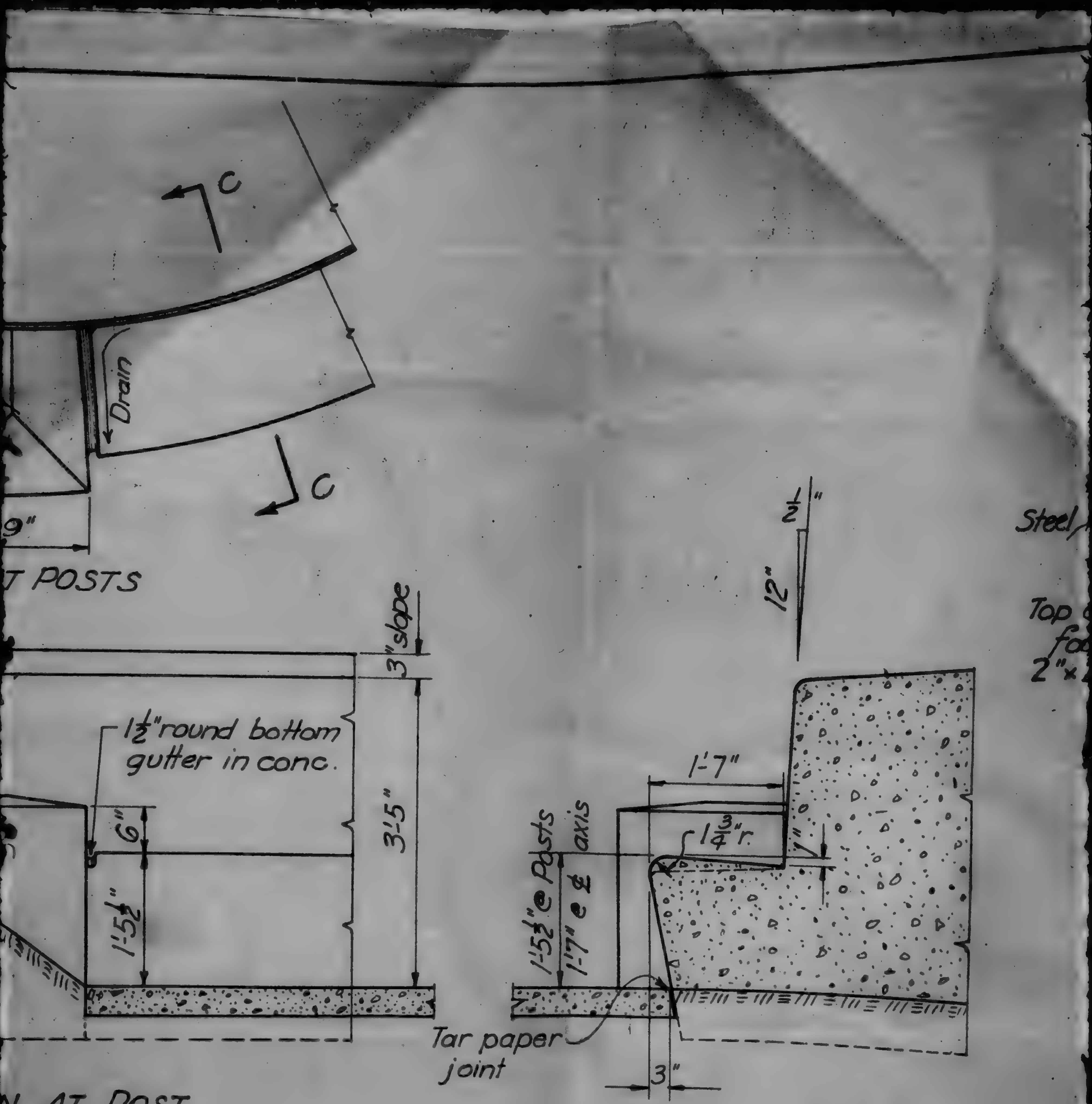
PART PLAN AT POSTS


3" slope
1½" round bottom gutter in conc.
1½"
6"
3'5"
1'5½"

ELEVATION AT POST

th

BENCH AND POST DE
Scale ¾" = 1'0"


C
Drain
C
9"
3" slope
1½"round bottom gutter in conc.
6"
3'-5"
1'-5½"
½"
12"
Steel
Top
fo
2"×
1'-7"
1¾"r.
1"
1'-5½" @ Posts
1'-7" @ ℄ axis
Tar paper joint
3"

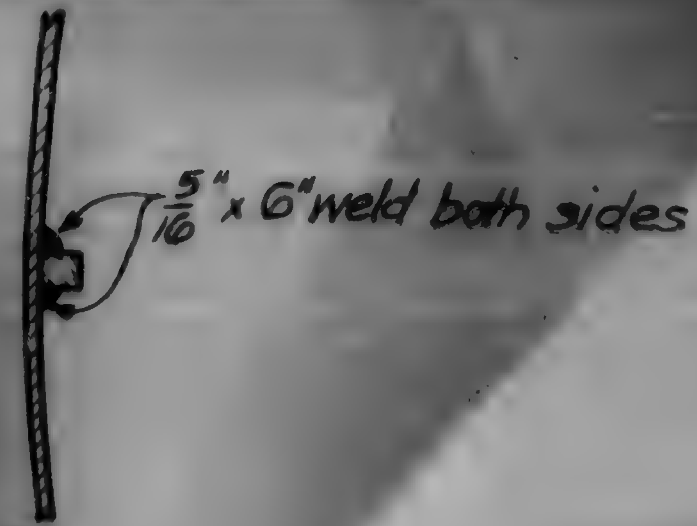
T POSTS

N AT POST

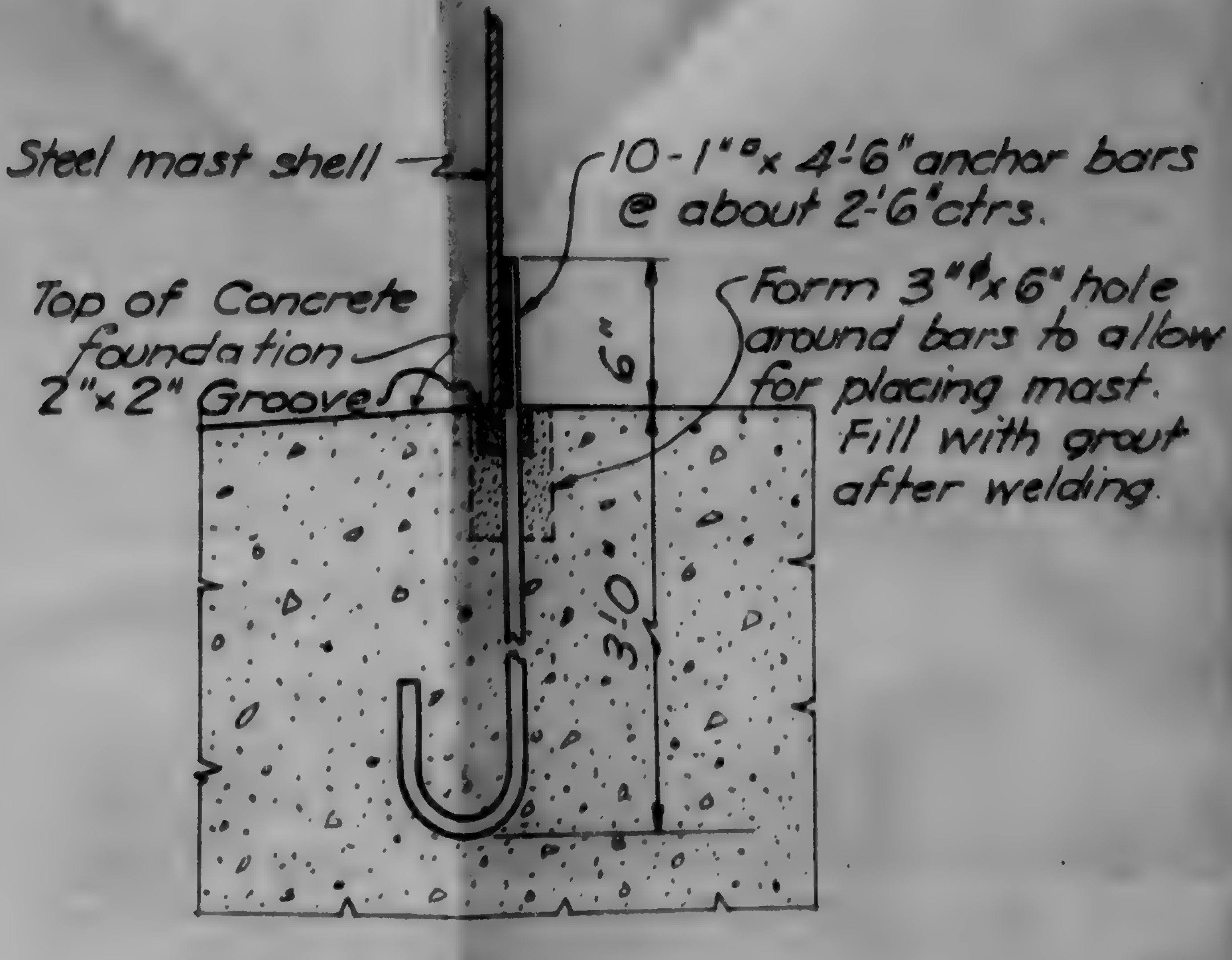
SECTION C-C

BENCH AND POST DETAILS
Scale ¾"=1'-0"

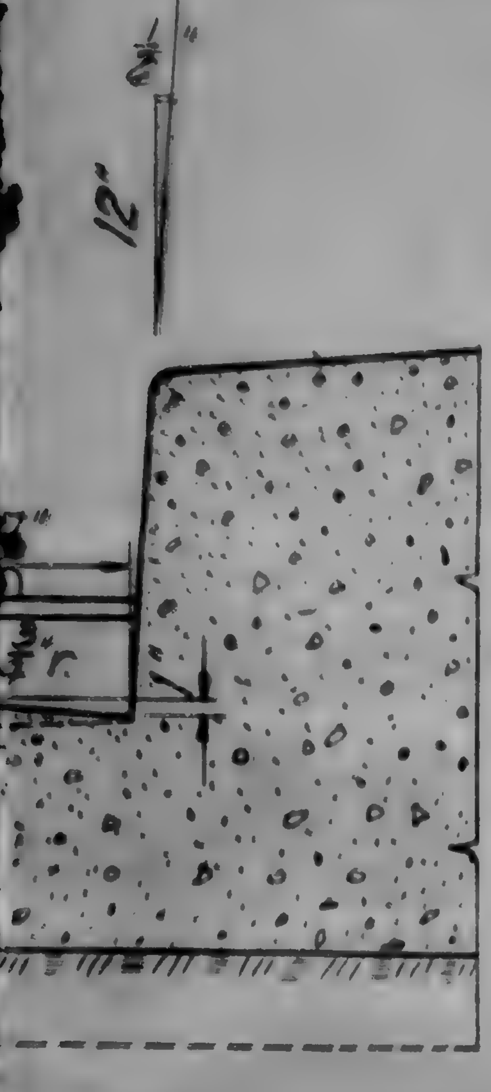
Notes:
Entire f
be pour
Tint fini
Entire e


5/16" x 6" weld both sides

Plan

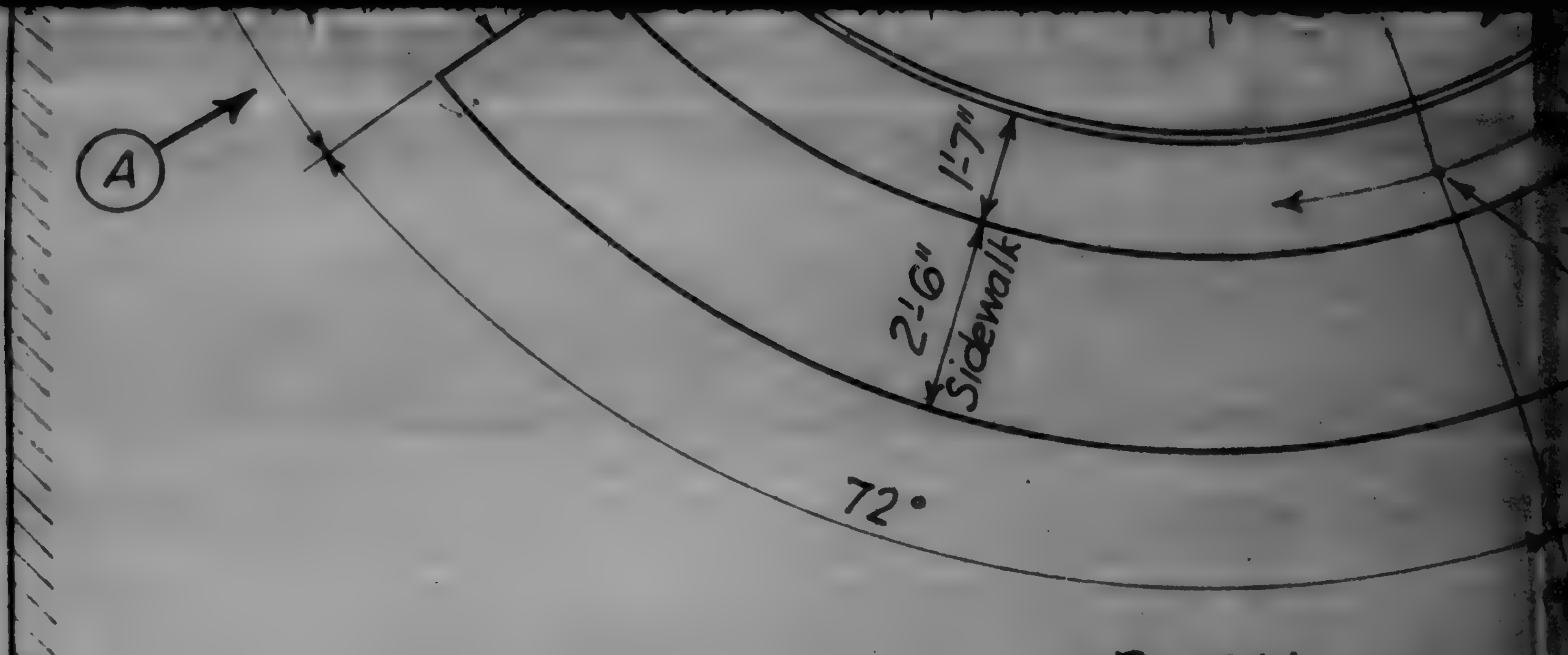

Steel mast shell
10-1"ø x 4'-6" anchor bars
@ about 2'-6" ctrs.
Top of Concrete foundation
2" x 2" Groove
6"
3'-0"
Form 3"ø x 6" hole around bars to allow for placing mast. Fill with grout after welding.

DETAIL OF MAST ANCHORS

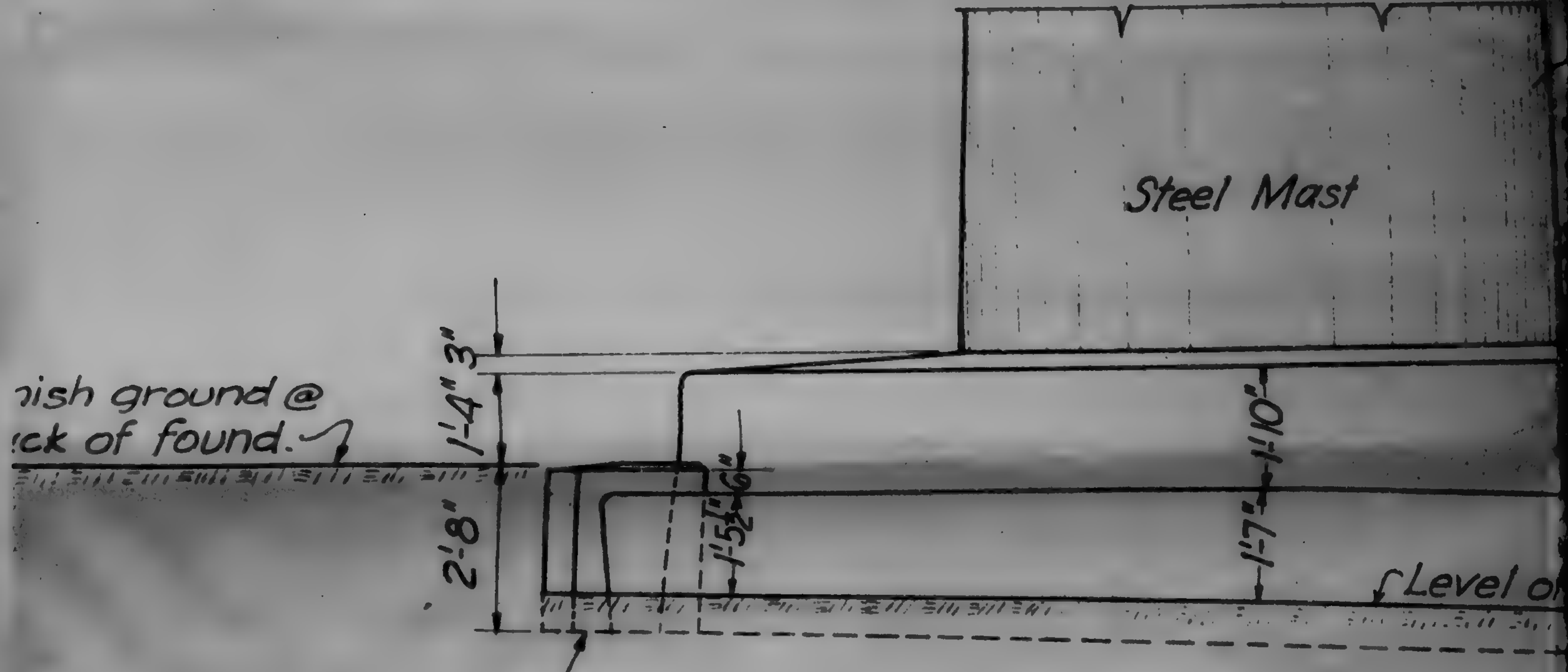


ECTION C-C

Notes:
Entire foundation, posts and bench to be poured monolithically.
Tint finish concrete "buff" color.
Entire exposed surface to be sand blasted.


A
1'-7"
2'-6"
Sidewalk
72°

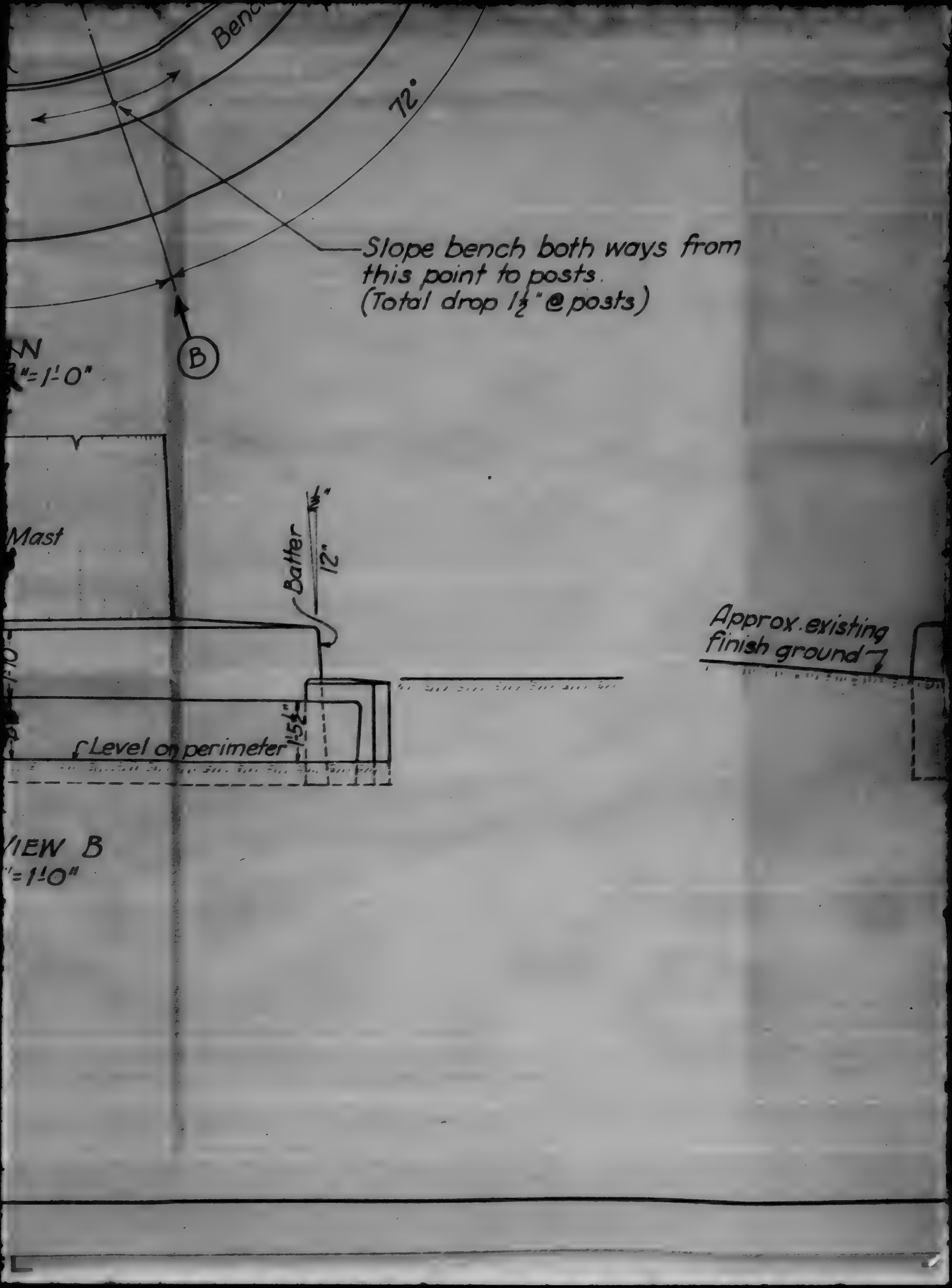
PLAN
Scale 3/8"=1'-0"


Steel Mast
3"
1'-4"
2'-8"
1'-10"
1'-7"
1'-5½"
6"
Level o

nish ground @
ck of found.

inimum depth of footing
nown. Carry deeper if
ecessary to secure foundation
original soil.

FRONT VIEW B
Scale 3/8"=1'-0"

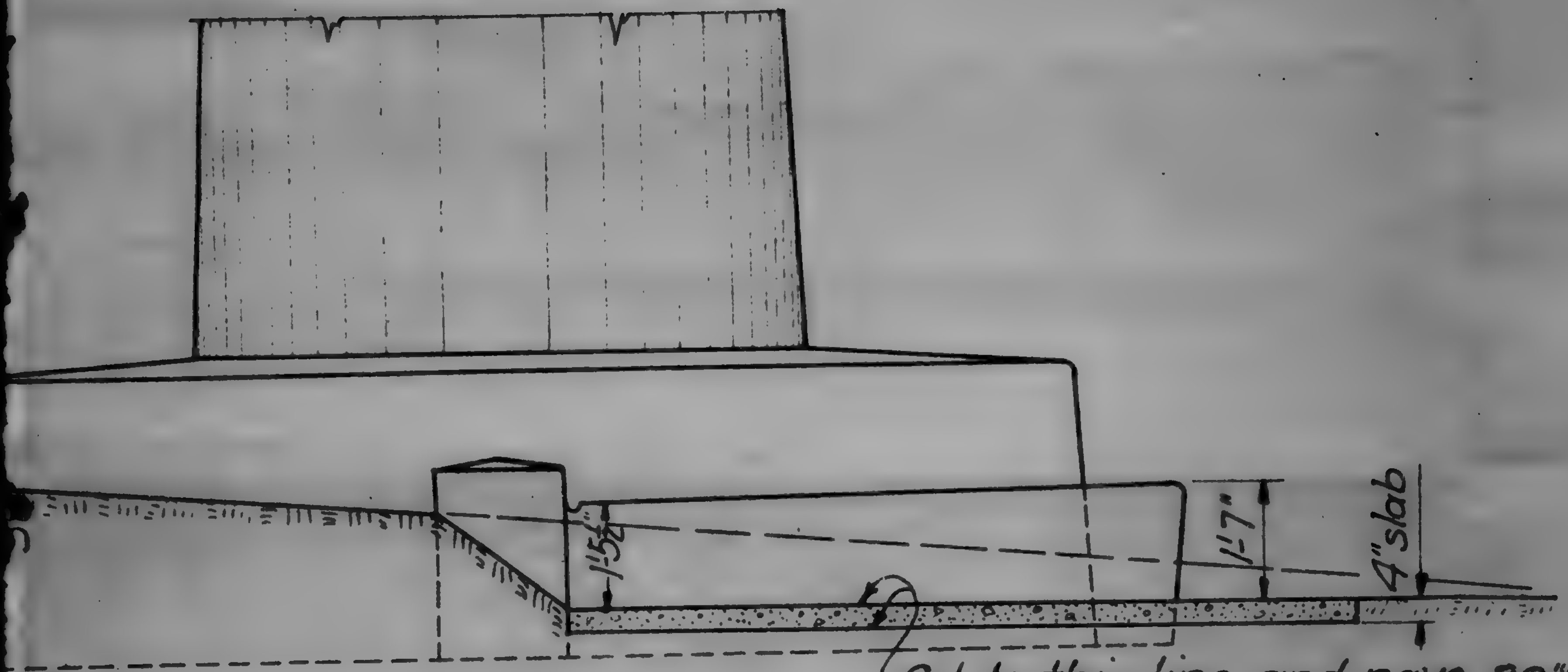

Benc
72°
B
N
"=1'-0"
Mast
Batter
½"
12"
1'-10
1'-5½"
Level on perimeter
VIEW B
"=1'-0"

Slope bench both ways from this point to posts.
(Total drop 1½" @ posts)

Approx. existing finish ground

BENCH AND POST DETAILS

Scale $\frac{3}{4}$" = 1'-0"



Cut to this line and pave 30" wide stri
Grade to drain away from bench.

SIDE VIEW A

Approved:

Bridge Engineer

Asst. Chief Engineer

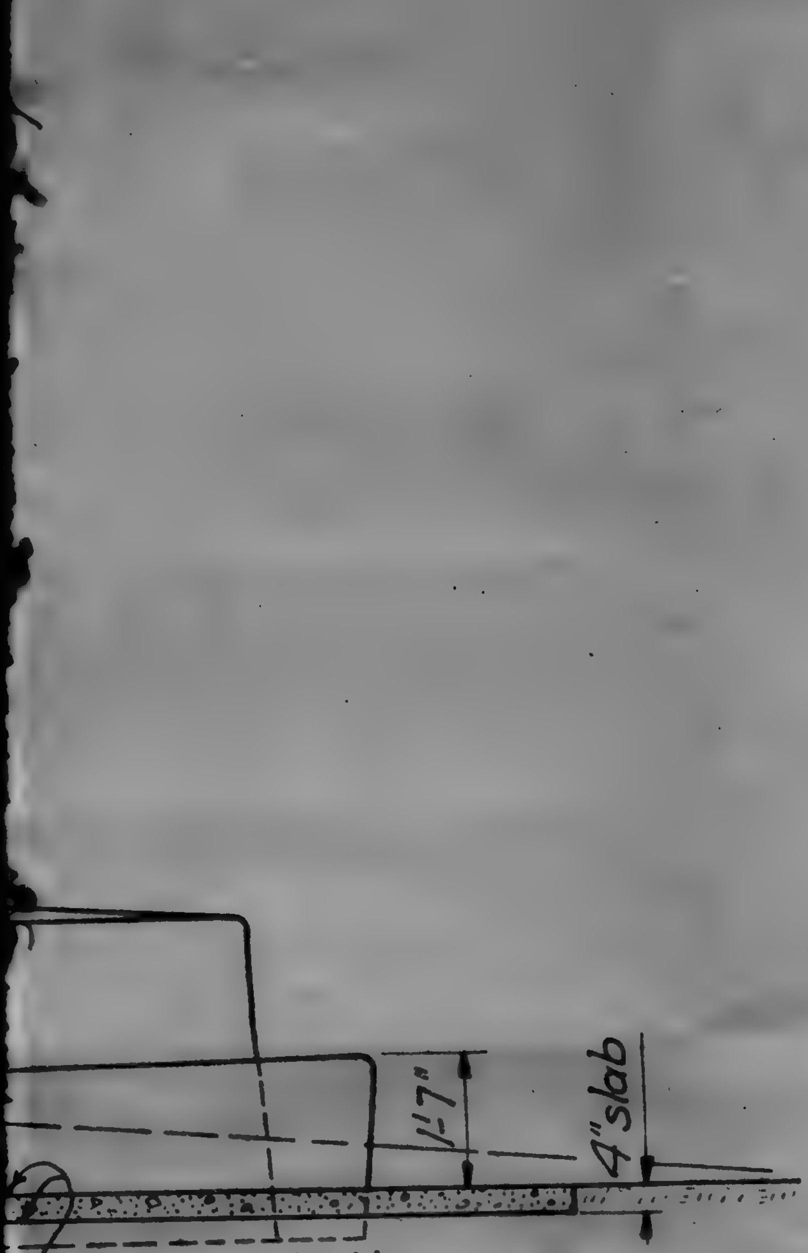
Chief Engineer

SECTION C-C

ND POST DETAILS
Scale $\frac{3}{4}$"=1'-0"

Notes:
Entire foundation, po
be poured monolithic
Tint finish concrete
Entire exposed surf

99'-6"



Cut to this line and pave 30" wide strip.
Grade to drain away from bench.

Approved:

G S Paxson
Bridge Engineer

Asst. Chief Engineer

Chief Engineer

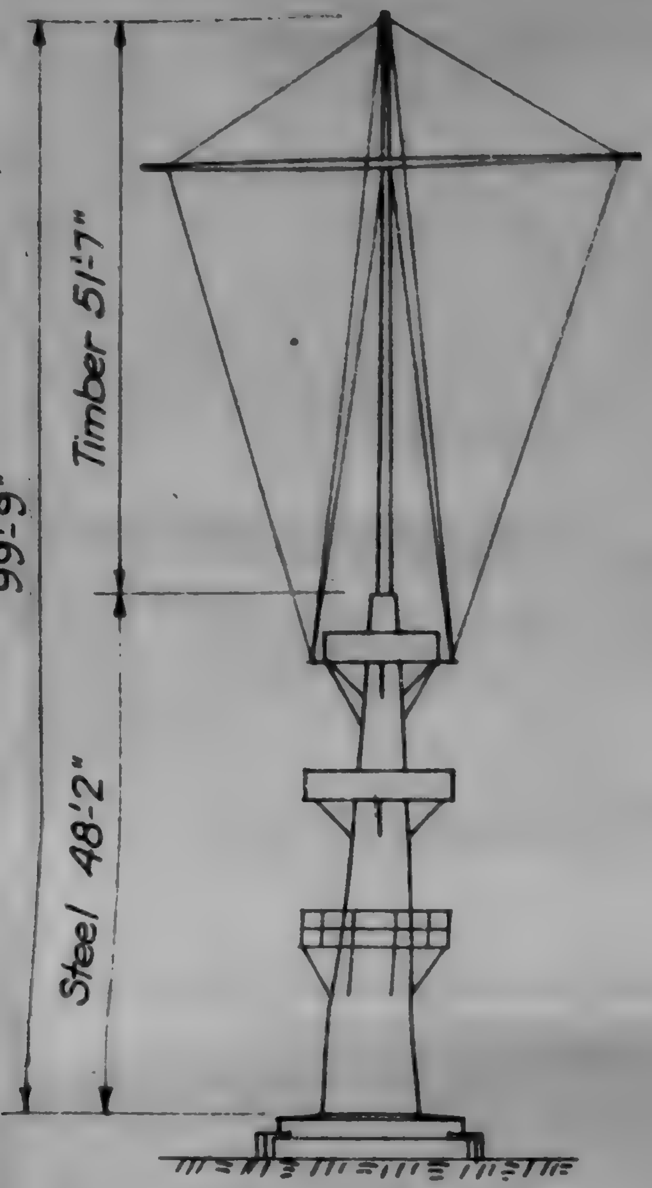
ORE
STATE HIGHWA
FOUN

BATTLESHIP
PORTLAND-M

SCALE NOTED
APR. 20, 1943
CALC. BK. NO.

DRAWN BY
TRACED BY
CHECKED B

Notes:
Entire foundation, posts and bench to be poured monolithically.
Tint finish concrete "buff" color.
Entire exposed surface to be sand blasted.



ERECTED MAST

OREGON
STATE HIGHWAY COMMISSION

FOUNDATION FOR BATTLESHIP OREGON FOREMAST

PORTLAND - MULTNOMAH COUNTY

SCALE NOTED	DRAWN BY C.C.S.	SHEET 1 OF 1
APR. 20, 1943	TRACED BY "	JOB NO. 6719
CALC. BK. NO.	CHECKED BY	DRAWING NO. 7855

RECEIVED
JUN 14

26-1065
2631

SALEM
June 12, 1943

Memorandum to Mrs. Smith

When the office copy of Lindstrom Brothers' contract, No. 2631, erection of foremast of Battleship Oregon, is fully executed and ready for filing, paste a note in the front of it to the affect that the agreement between the Commission and the Battleship Oregon Commission, covering erection and maintenace of the foremast, is filed in Miscellaneous Contracts & Agreements No. 736.

Ann Monson

RECEIVED
[illegible]

June 12, 1943

26-1065
2631

Hon. Robert S. Farrell, Jr.,
Secretary of State
CAPITOL

Dear Sir:

I am handing you herewith, for your records and files, a revised executed copy of the agreement between the State Highway Commission and the Battleship Oregon Commission relative to the erection in a permanent location of the foremast of the Battleship Oregon.

This agreement is to be substituted for the unexecuted copy of the agreement that was furnished you a couple of weeks ago. Will you kindly return to me, for further handling, the unexecuted copy that you now have. Thank you.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 19 [illegible]
[illegible]

2-1065
2631

SALEM
June 12, 1943

Foremast of Battleship Oregon

Mr. C. B. McCullough
Asst. State Highway Engineer

I am handing you herewith two executed copies of the agreement between the State Highway Commission and the Battleship Oregon Commission relative to the erection and maintenance of the foremast of the old Battleship Oregon.

I have retained the original of this agreement for the Commission's records and files, and have sent one executed copy thereof to the Battleship Oregon Commission, and another to the Secretary of State as a substitute for the copy of the original that we furnished him which has been revised.

HBG:AM

Secretary

RECEIVED
[illegible]
FOR FILING

26-1065

2631

June 5, 1943

Lindstrom Bros.
0240 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2631, which was awarded to you by the State Highway Commission on June 4, 1943, covering erection of the Battleship Oregon foremast, at Portland, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
A. L. MONSON

RECEIVED
PORTLAND

AGENDA
JUN 15 1943

2-j

16-1065
2631

June 4, 1943

Lindstrom Brothers
6240 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for construction of a concrete base and erection of the fore mast of the Battleship Oregon in the city of Portland. This award was based on your low bid of $1,630.00 submitted on May 12, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

ss

cc - Wm.H. Probert
C. S. Paxson

get confirmed

M

ITY OF PORTLAND
OREGON
OFFICE OF CITY AUDITOR
WILL E. GIBSON, AUDITOR

26-1065

June 1st, 1943.

2631

HWAY COMMISSION,

NOTED
State Highw

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM ✓	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 4 1943

LINDSTROM BROTHERS
0240 S. W. Palatine Hill Road
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDS YOU CONTRACT FOR CONSTRUCTION OF CONCRETE BASE AND ERECTION OF FOREMOST OF BATTLESHIP OREGON IN CITY OF PORTLAND BASED ON YOUR LOW BID SUBMITTED MAY 12 1943. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

Attest: Will E. Gibson

Auditor of the City of Portland

5-21-43
Commissioner Bowes
LEL-PMA

CITY OF PORTLAND
OREGON
OFFICE OF CITY AUDITOR
WILL E. GIBSON, AUDITOR

June 1st, 1943.

26-1065

2631

NOTED
State Highway Engineer

RECEIVED
JUN 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION,
Salem,
Oregon.

Gentlemen:

Herewith find copy of Ordinance No. 78764.

Yours very truly,

WILL E. GIBSON
AUDITOR OF THE CITY OF PORTLAND.
By N. M. Moody
Chief Deputy.

M.H.B

ORDINANCE NO. 78764

An Ordinance providing for the erection and maintenance of the foremast of the late Battleship Oregon, to be placed in a portion of the Public Levee at or near the foot of S. W. Columbia Street, repealing Ordinance No. 78722, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. It appearing to the Council that the Government, before removing the Battleship Oregon in order that its material might be used in defending against the wars that are now being prosecuted against this country, caused the foremast of said battleship to be taken off and left as a memorial of said ship and of its feats of war, and that provision should be made for installing said mast at or near the place where said battleship was last berthed; that the erection and maintenance of said foremast will be for the public welfare in that it will be an object of education to the youth, and incite patriotism and a love of country, now therefore, permission is hereby granted to the highway commission of the State of Oregon to construct a suitable foundation and erect said foremast on a part of the area known as the public levee, this portion being bounded by S. W. Marine Drive, S. W. Harbor Drive and S. W. Clay Street, said foremast after its erection to be maintained by the city. This project having been approved by the Battleship Oregon Commission, the Portland Art Commission and the Commission of Public Docks, no further approval shall be required. The expense of said foundation and erection shall be borne by the Highway Commission and/or the Battleship Oregon Commission. The City of Portland shall maintain said foundation and foremast as long as they continue to be objects of public welfare and historical value.

Section 2. Ordinance No. 78722 passed by the Council May 14, 1943, is superseded by this ordinance and hereby repealed.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peach and safety of the City of Portland in this: that the public benefit resulting from an early erection of said mast should not be delayed, therefore, an emergency is hereby declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council MAY 27 1943

Wm. A. Bowes
PRESIDENT OF THE COUNCIL AND ACTING
Mayor of the City of Portland

Attest:

Will E. Gibson
Auditor of the City of Portland

5-21-43
Commissioner Bowes
LEL-PMA

RECEIVED

26-1065
2631

May 29, 1943

Mr. Marshall N. Dana, Chairman
Battleship Oregon Commission
c/o The Journal
Portland, Oregon

Dear Mr. Dana:

We were all ready to award the contract today on the erection of the mast of the Battleship Oregon; however, the City of Portland refused to sign the contract in its present form but requests a new form which Mr. Bevers will draw up and present to you Tuesday. Just as soon as the new form is signed, the award of the contract will be made.

I will not be here myself; I am going to San Francisco to attend a meeting of the Western Association of State Highway Officials in relation to congressional action on the postwar authorizations. Mr. McCullough will act in my absence.

For your information, will advise that we plan to restore the crow's-nest in as near as possible its original condition.

The award will probably be made next Tuesday provided you are back by that time to sign the new contract. The check is here now.

Best personal regards.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:MI
cc Mr. C. I. Sersanous
Mr. C. B. McCullough

awarded 6/4/43 to Lindstrom Bros.

CLAUDE I. SERSANOUS
240 S. E. CLAY STREET
PORTLAND, OREGON

May 28, 1943.

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Enclosed is a copy of a letter from Mr. Dana, Chairman of the Oregon Battleship Commission, which is self-explanatory.

The writer has been away from his office for several days, due to sickness, and rather hoped that this work had been started by Lindstrom Brothers, the contractors. It is my understanding that the bid was referred to you for power to award, and it is also my understanding that everything is all in the clear as far as the City of Portland is concerned, - first, as to permission, and second, as to maintenance.

We would appreciate it, if everything being in order, we may proceed with the erection of this mast. If everything is not in order, will you please so advise.

Yours very truly,

C. I. Sersanous
Assistant to
Marshall N. Dana, Chairman
BATTLESHIP OREGON COMMISSION.

CIS:W
cc-Mr. Dana.

RECEIVED
MAY 29 1943
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
May 22,1943.

Mr. Claude I. Sersanous
240 S.E.Clay St.,
Portland,Oregon

Dear Mr. Sersanous:

This is in reply to your letter of May 21 in which you tell me of very gratifying progress in the plans for the erection of the Battleship Oregon foremast.

I do hope that in the final result the mast will be erected, not as a flag pole, but as nearly as possible in its saving condition. By this I mean that it seems to me definitely preferable to restore the crows nest, to which you refer in the fourth paragraph of your letter.

I hope you will advise Mr. Baldock that it is desirable to include the crows nest.

Sincerely yours,

/s/ Marshall N. Dana,
Editor, Editorial Page.

FORM E-123X 6M 4-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 21, 1943

26-1065
2631

Mr. L. E. Latourette,
City Attorney,
City Hall,
Portland, Oregon.

Dear Mr. Latourette:

I have been requested by the Highway Commission to prepare an agreement covering the erection of the Battleship Oregon foremast on land which I am advised belongs to the City. I prepared a draft of an agreement but later my attention was called to Ordinance No. 78722 adopted by the City of Portland, which ordinance grants to the Highway Commission permission to erect and maintain the foremast upon a concrete foundation to be constructed approximately 15 feet east of the east line of the east sidewalk of S. W. Harbor Drive and 15 feet north of the north side of the north sidewalk of S. W. Clay Street. The ordinance, however, not only grants to the Commission permission to erect the foremast but by its language there is the implied obligation to maintain it.

The Commission agreed only to contribute toward the erection of the mast but is unwilling to assume any obligation thereafter. I have been instructed by the Highway Commission to request that the ordinance be amended so as to relieve the Highway Commission of any obligation to maintain, and if the obligation must be imposed somewhere that it be placed with the Battleship Oregon Commission.

I am advised that the Battleship Oregon Commission is willing to assume responsibility for the maintenance of the mast. Please advise me what the attitude of the municipal authorities will be with respect to this suggested modification of ordinance so that I may complete the form of agreement to be executed by the Highway Commission and the Battleship Oregon Commission.

Yours very truly,

J. M. DEVERS

NOTED

JMD:FW

cc R. H. Baldock
H. G. Smith

RECEIVED
MAY 24
FOR FILING
26-1065

2631

May 21, 1943

Battleship Oregon Commission
68 S. W. Madison Street
Portland, Oregon

Attention Cora A. Thompson, Secretary

Gentlemen:

In response to your communication of May 20, advise that the amount required for the erection of the mast from the Battleship Oregon is $1,800, of which the Battleship Oregon Commission's portion will be one half, or $900.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

COMMISSION
RSHALL N. DANA, CHAIRMAN, PORTLAND
OREGON JOURNAL, 800 S. W. BROADWAY
HARRY V. REED, VICE CHAIRMAN, PORTLAND
6923 S. E. 17TH AVENUE
HOWARD WADDELL . . . . . ROSEBURG

CHARLES A. SPRAGUE, GOVERNOR

STATE OF OREGON
BATTLESHIP OREGON COMMISSION
AT. 0501
[illegible]
PORTLAND
68 S.W.Madison Street

COMMISSION
DR. G. F. A. WALKER . . . . PORTLAND
326 MORGAN BUILDING
L. M. LEPPER . . . . PORTLAND
107-10 CITIZENS BANK BUILDING
CORA A. THOMPSON, SECRETARY, PORTLAND
RT. 10, BOX 401, MILWAUKIE

May 20th.1943

Mr Sam Baldock
State Highway Commission
Salem, Oregon.

Dear Mr Baldock:

Will you please inform the Battleship Oregon Commission of the amount required for the erection of the Mast from the battleship OREGON.

It will be quite necessary to have this information at earliest possible date, that sum required may come from appropriation available at present time. Thank you-

Very truly yours
Battleship Oregon Commission
Marshall N.Dana Chairman
By Cora A. Thompson Secretary

RECEIVED
MAY 21 1943
STATE HIGHWAY COMMISSION

ECEIVED
MAY 2 [illegible]
FOR FILING

26-1665

2631

The JOURNAL
JOURNAL PUBLISHING COMPANY
PORTLAND, OREGON

May 20, 1943

NOTED
State Highway Engineer

Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This day I have been informed by Ivan Oakes in Portland for the War Production Board that he has set in motion a tracer designed to activate an application of the State Highway Department for the erection of the foremast of the Battleship Oregon at the foot of S. W. Clay in Portland.

He has asked that if within two or three days, action is not reported to the Highway Department, he be informed. Will you accordingly notify Mr. Oakes at War Production Board, Bedell Building, Portland, Oregon, or let me know so that I may do so if no word is received by, say, Monday, May 24.

Sincerely yours,

Marshall N. Dana

Marshall N. Dana
Chairman, Battleship
Oregon Commission

MND:ge

RECEIVED
MAY 21 1943
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1943
FOR FILING

26-1065

2631

Charge to the account of ______________________ $ ______ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

RECEIVED
MAY 20 1943
FOR FILING

SALEM ORG MAY 19 1943

T H BANFIELD

CARE OF CONDUCTOR UNION PACIFIC TRAIN NO. 2 DUE PENDLETON 8:56 P.M.

JUST LEARNED THAT PORTLAND CITY COUNCIL LAST WEEK PASSED ORDINANCE GRANTING OREGON STATE HIGHWAY COMMISSION PERMISSION TO ERECT AND MAINTAIN BATTLESHIP OREGON MAST. NO REPRESENTATION HAS BEEN MADE TO ANYONE ABOUT THE COMMISSION MAINTAINING THE MAST AND CONTRACT WITH BATTLESHIP OREGON COMMISSION PROPOSES THAT THEY MAINTAIN SAME. REQUEST AUTHORITY TO ADVISE PORTLAND CITY COUNCIL THAT HIGHWAY COMMISSION IS MERELY LENDING ITS AID IN ERECTING MAST BUT CANNOT ACCEPT RESPONSIBILITY OF MAINTAINING IT OR GROUNDS ON WHICH IT STANDS. PLEASE WIRE YOUR WISHES.

R H BALDOCK

26-1065

2631

April 21, 1943

Cross Referenced To
Const
Landscaping
General

Mr. Fred J. Bergesch,
Manager War Production Board,
815 Bedell Bldg.,
Portland, Ore.

Dear Sir:

Please find enclosed herewith three copies of a PD 200 application for a preference rating and authority to construct a memorial monument for the Battleship Oregon. The foremast was salvaged when the Battleship was scrapped and will be erected on a concrete foundation to form this monument.

This monument is sponsored by the Battleship Oregon Commission and requested by many citizens.

When the project is approved the monument will be constructed by contract under the jurisdiction of the Oregon State Highway Commission.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

RECEIVED
[illegible]
PORTLAND

26-1065

2631

April 20, 1943

Mr. Marshall Dana
Oregon Journal
[illegible] S. W. Broadway
Portland, Oregon

Dear Mr. Dana:

Herewith print from our Drawing No. [illegible] showing the details of the base and attachment of the foremast from the battleship Oregon. These details were worked out from preliminary sketches given us by Mr. Keyser, City Park Superintendent of Portland. I trust that you will find these in accordance with your ideas concerning the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP CM
Attached
cc G. S. Paxson

FOR FILE

26-1065

2631

March 18, 1943

Mr. J. M. Devers

Herewith memorandum with reference to the preparation of an agreement between the Oregon State Highway Commission and the City of Portland relative to the erection of the foremast of the Battleship Oregon:

1. The estimated cost of the erection is $1,250, of which the State will pay half and the City will pay half.

2. The State will arrange to make the design, write the specifications, contract the work, and pay the contractor. The City shall reimburse the State for one-half of the actual cost of the work.

3. The City will determine the location at which the mast is to be erected.

4. The State will assume no expense of maintenance of the mast or the painting of it.

R. H. Baldock

RHB:HI

RECEIVED
JUN 10 1946
FOR FILING

26-1065
2631

CLAUDE I. SERSANOUS
240 S. E. CLAY STREET
PORTLAND, OREGON

March 10, 1943.

NOTED
State Highway Engineer

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission,
Salem, Oregon.

Subject: Placement of Mast -
Battleship OREGON.

Dear Mr. Baldock:

Thanks very much for your letter of March 9th.

The writer will await with pleasure your appearance in Portland, that we may discuss more properly at that time the placement of the mast of the Battleship OREGON.

Cordially,
Claude I. Sersanous

CIS:W
cc

E.S.Y.
3/12/43

RECEIVED
MAR 11 1943
OREGON
STATE HIGHWAY COMMISSION

[illegible] MAR 1 [illegible]
FOR FILING

26-1065

2631

March 9, 1943

Mr. Claude I. Sersanous
240 S. E. Clay Street
Portland, Oregon

Dear Mr. Sersanous:

In response to your communication of March 1, advise that just as soon as the Legislature adjourns I will go to Portland and contact you and Marshall Dana with reference to the placement of the mast of the Battleship Oregon.

Mr. Dana called yesterday about the same matter, and I promised to have present the people you mention in your letter from the City of Portland.

I am sorry I have to wait until the Legislature adjourns, but I am required to make reports from time to time to the legislative committees and must be on hand. I expect that it will adjourn about Wednesday or Thursday.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

CLAUDE I. SERBANOUS
240 S. E. CLAY STREET
PORTLAND, OREGON

March 1, 1943.

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

The writer has been assisting Marshall Dana, Chairman of the Battleship Oregon commission, as a committee of one, to remove the foremast of this vessel. This has been accomplished, the foremast is in the Oregon Marine Park, and now it seems necessary to have some sort of a meeting in regard to the proper placement and proper erection of the mast in this park.

In your kind letter to Marshall Dana, of recent date, at which time this matter was taken up with you, you stated that you were quite sure the Oregon State Highway Commission would be glad to take care of the placement of the mast in the park and "I will present the matter formally to them at the meeting on February 18."

The writer has been in touch with W. L. Brewster, representing the Art Commission of the City of Portland, and he suggests that a party by the name of P. Balouschi, representing A.E. Doyle and Associates, C. P. Kaiser, representing the Art Commission, Mr. Kenneth Cooper, Commissioner of Parks, Portland, Marshall Dana, -- all of us, including your good self, get in a huddle and see what can be done about suitable placement of this mast.

The purpose of this letter, then, is to ask when you might be in Portland, so that we might have a meeting of minds as to further action in this matter. This letter should have gone forward to you last week, but the writer was out of town for three days, and on inquiring as to your whereabouts learned from your office that you were away, so presumably something fairly immediate should be done in this matter.

Thanking you for your cooperation, and with kind regards, I remain

Cordially,

CIS:W

RECEIVED
MAR 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

G.H.B

R.E.

FORM [illegible] 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

IN REPLY PLEASE REFER TO FILE NO.

26-1065

2631

AGENDA
FEB 18 1943

7a

February 5, 1943

Mr. Marshall N. Dana
Editor, Editorial Page
The Journal
Portland, Oregon

Dear Mr. Dana:

Responding to your communication of January 28, with reference to your letter addressed to Governor Snell relating to the placement of the foremast from the Battleship Oregon in the Battleship Oregon Marine Park, please be advised that Mr. Ottem is no longer with this department, so I cannot consult him. I will, however, have someone go over the design and pick a spot that will be suitable after which I will contact you.

I am sure the Highway Commission will be glad to take care of the placement of the mast in the park and will present the matter to them formally at the meeting on February 18.

Very truly yours,

R. H. Baldock
Chief Engineer

[illegible]
cc Mr. H. B. Glaisyer

R.E.

The JOURNAL
JOURNAL PUBLISHING COMPANY
PORTLAND, OREGON

January 28, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

May I ask your attention to the enclosed copy of a letter addressed to Governor Snell and particularly its reference to the re-designing of the Battleship Oregon Marine Park to include the suitable placement of the foremast from the OREGON.

May I ask that you secure Mr. Otton's views on this subject and further advise me as to what you think should be done.

Sincerely,

Marshall N. Dana

Marshall N. Dana
Chairman, Battleship Oregon
Commission

MND:je
Encl.

RECEIVED
JAN 29 1943
SSION

January 28, 1943

Governor Earl Snell
State Capitol
Salem, Oregon

Dear Earl:

As Chairman of the Battleship Oregon Commission it becomes my duty to state that the Battleship Oregon, which since 1925 has been on loan to the State of Oregon, has been taken back by the United States Navy and sold for conversion into modern implements of war.

This brings to yourself as Governor and to the Legislature certain questions among which are the following:

1. The status and tenure of the Battleship Oregon Commission, the appropriation for the maintenance of the OREGON.

2. The care and maintenance of the Battleship Oregon Marine Museum, which is one of the best of its kind in comprehensiveness of exhibits and in historical and educational value.

3. The continuance of paid personnel.

As a correct course of action, it would seem to me that the following would go far to meet the obligations assumed by the State in connection with the custody of the OREGON as a war memorial and as a shrine to patriotism.

1. The Battleship Oregon Commission should be continued at least until such time as (a) the responsibilities connected with the Marine Museum have been met; (b) the Battleship Oregon Marine Park has been redesigned and developed; (c) the foremast which has been allotted to the State represented by the Commission has been properly placed.

2. Arrangements should be made to keep the Battleship Oregon Marine Museum in storage until adequate steps can be taken to re-display it for its historical, educational and patriotic values. The Museum is now in temporary storage at least at 68 S. W. Madison Street, Portland, the cost thereof being charged against the Battleship Oregon appropriation.

3. Continued necessary paid service should for the time be left at the discretion primarily of the Battleship Oregon Commission and should be followed by a permanent arrangement for a curator of the Marine Museum and necessary additional personal services.

I wish also to report that Claude I. Sersanous, Portland businessman and State Salvage Chairman, has been appointed chairman of a committee

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

2-4205 Alsea Mountain Rock Production
Alsea Highway 1943
#2632

RECEIVED

2-4205

August 22, 1944

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agents
301 Yeon Building
Portland 7, Oregon

Gentlemen:

I just received your letter of August 21, 1944 and upon investigation find that the final payment on contract No. 2632 was mailed June 19, 1944. The total amount paid for this contract was $43,692.92.

I believe this is all the information you requested in your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

VN

#2632

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

August 21, 1944

RECEIVED
AUG 22 1944
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Re: P. B. Doherty
Contract No. 2632
Aetna Bond 42 S 7116

Gentlemen:

We have received advices that the above captioned contract has been completed and final payment made. Will you please let us have the date of the final payment and the amount paid for this contract.

Awaiting your kind advice and thanking you kindly, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

Virginia
what are the facts?
[illegible]

RECEIVED [illegible]

2Y-4205

Cont. 2632

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May [illegible], 1944

2-4205

SUBJECT: Alsea Rock Production Project

To:

Mr. S. H. Probert,
Office Engineer.

Dear Sir:

Mr. P. B. Doherty, who had the contract for the Alsea Rock Production Project which was completed this past winter, crushed the rock at a set-up on the State-leased stock pile site on the Mary's Peak Forest Road. Upon the completion of the project, his plant was torn down and material and equipment piled on the leased property preparatory to moving to a new contract when one was secured. Quarry operations along the road some two miles west were cleaned up and the roadbed restored in acceptable shape.

It seems to me that Mr. Doherty's contract could be considered as completed and his final estimate released, as the storage of his material and equipment on the stock pile lease is in no way damaging to the State or the traveling public. It is recommended that the contract be closed forthwith.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. H. B. Glaisyer ✓

final payment approved 6/9/44
[illegible]

RECEIVED
MAR 4 1944
FOR FILING

2-4205

March 3, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

This note is simply to inform you that Mr. P. B. Doherty completed his Contract No. 2632 with the State Highway Department for the Alsea Mountain Rock Production Project on the Alsea Highway in Benton County on November 24, 1943 with the exception of clean-up work. The project, however, has not been accepted by the Highway Commission and we cannot present it for acceptance until such time as the clean-up work has been done to the Engineer's satisfaction.

We are ready to make final payment to Mr. Doherty in the amount of $1,310.79 just as soon as the clean-up work is done and the job has been accepted by the Commission. I hope to be able to present the matter to the Commission at its meeting on March 28 and if the job is accepted by the Commission at that time we will release the final warrant immediately thereafter.

This notice is given you since you appear as surety on the bond furnished by Mr. Doherty in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mf

cc - Mr. P. B. Doherty
3105 N. E. 55th Avenue
Portland, Oregon

Jd

RECEIVED
MAR 6 1944

2-4205

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 2, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2072	2632	5-Final	P. B. Doherty	1,310.79	253339	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? NO

Hold warrant until clean-up work on the job has been completed and job has been accepted by Highway Commission.

H. B. Glaisyer

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

RECEIVED
FEB 8 1944
FOR FILI

2-4205

February 7, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland (4), Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2632 for work on the Alsea Mountain Rock Production Project on the Alsea Highway, in Benton County, has been completed by the contractor, P. B. Doherty, and that final payment in the amount of $1,310.79 will be made on or after February 17, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $43,692.92 and that no force account work was performed therein. This contract was completed on November 24, 1943 and has not yet been accepted by the Commission.

"We are waiting for the contractor to do some clean up work"
DHS

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BF

R. H. Baldock

RECEIVED
FEB 9 1944

Alsea Highway
Contract #2632

2-4205

COST ANALYSIS
Rock Production

Alsea Mountain Section
Prefix 2-4205

ITEM	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
2½"-1¼" Cr. Rock in S.P.	$1,352.11	534.22	Cu. Yd.	$2.53	$3.00	$1,602.66
1¼"-3/4" " " " "	6,013.73	2,376.03	" "	2.53	3.00	7,128.09
3/4"-½" " " " "	6,658.58	2,630.81	" "	2.53	3.00	7,892.43
½"-¼" " " " "	10,451.21	4,129.20	" "	2.53	3.00	12,387.60
¼"-0 " " " "	5,751.60	2,272.46	" "	2.53	3.00	6,817.38
Hauling Crushed Rock, Pile Measure	6,119.40	30,597	Yd. Mi.	0.20	0.20	6,119.40
Preparation of Stockpile Site	1,773.81		All			500.00
SP Screen Rejects	272.40	1,089.5	Cu. Yd.	0.25	0.25	272.40
PA #1, Crushed Rock, Truck Measure	531.51	210.00	" "	2.53	3.00	630.00
PA #2, 3/4"-0 Crushed Rock, Truck Measure	111.36	44.00	" "	2.53	3.00	132.00
PA #3, 2½"-0 Crushed Rock, Stockpile Measure	513.41	202.85	" "	2.53	1.04	210.96
	$39,549.12					$43,692.92

Gross Revenue	$43,692.92
Total Cost	39,549.12
Net Profit	$4,143.80

Net Profit Equals 9.5% of Gross Revenue

R H Baldock

Detail of Cost

Labor:

Supervision	$1,250.00	
Labor	8,894.48	
State Industrial Accident Insurance	266.83	
Social Security & Unemployment Insurance	355.78	
		$10,767.09

Equipment Rental, Supplies and Misc.:

Equipment Rental (Includes Repairs)	$5,075.00	
Rented Equipment	3,111.48	
Load and Haul to Crushed (Subbed)	6,199.79	
Haul to Stockpile and Stockpile (Subbed)	6,119.40	
Gas, Oil and Grease	926.40	
Freight	1,420.73	
Bolts, Nails and Misc. Hardware	571.93	
Powder	1,216.55	
Lumber	819.37	
Misc. Tools and Supplies	1,736.38	
Bond	317.87	
Interest and Insurance	482.13	
Home Office and General Overhead	785.00	
		28,782.03
Total Cost		$39,549.12

Remarks:

This project was awarded for the production of 10,600 cubic yards of crushed rock in stockpile on June 16th, 1943. The contractor began moving in and setting up July 9th, started crushing September 18th, and finished crushing November 24th. Final cleanup was completed December 18th.

Crushing equipment used on the project consisted of one 24" x 36" jaw crusher, one 2'4" Traylor recrusher, one mechanical feeder, one 3' x 8' three-deck screen, one 4' x 10' two-deck screen, one D-13000 diesel motor driving main crusher, one D-13000 diesel motor and generator set, electric motors necessary for driving recrusher, screens etc. and necessary conveyors, belts etc. One flatbed truck was used as a utility truck. The loading of material from the quarry and hauling of the material from quarry to plant and from plant to stockpile was subbed. The sub-contractor used a 3/4 cubic yard shovel and trucks as required.

The setting up of the plant was very slow and costly. A small inexperienced crew was employed. As this was the first State contract for the contractor, it was difficult for him to find competent and experienced labor.

Progress was good after crushing started. The plant was down only about six hours during the crushing operations because of mechanical breakdowns. Some trouble was experienced by the sub-contractor because of shovel breakdowns, and this occasioned the bulk of the down time.

Clearing of stockpile sites was an extremely costly operation. The stockpile site at the plant consisted of a sloping sidehill originally covered by a stand of large old growth fir timber. This timber had been logged, and the debris burned, so that all that remained were stumps. It was found necessary to bore from three to five holes in each stump and load very heavy in order to obtain sufficient breakage so that the stumps could be handled and burned. A tractor and dozer was employed to pile stumps and level the site. Total cost of clearing and leveling the sites amounted to $1,773.81. The contractor's bid on this item was $500.00.

Due to war conditions it was impossible for the contractor to obtain equipment to load and haul materials, and he was forced to sub-contract this portion of the work. Sub-contract prices were $0.50 per cubic yard for loading and $0.20 per yard mile for hauling.

High bid prices allowed the contractor a fair profit, but under more normal conditions the plant and contractor are capable of turning out rock at a considerable less cost per cubic yard than was experienced on this job.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JAN 24 1944

2-4256

January 22, 1944

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agent
Yeon Building
Portland (4), Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to F. E. Doherty, on contract No. 2632, covering the Alsea Mountain Rock Production Project in Benton County. This payment, in the amount of $2,720.56, will be made on or after February 1, 1944. The retained percentage is $1,310.79.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

NOTED
RUELL SMITH

RECEIVED
JAN 7 1944
FOR FILING

2-4205

January 3, 1944

Mr. P. B. Doherty
3105 N. E. 55th Avenue
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 23, 1943, granted you the extension of time requested, from September 30, 1943 to November 24, 1943, without penalty, in connection with contract No. 2632 for the Alsea Mountain Rock Production Project on the Alsea Highway in Benton County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AC

cc - F. D. Eason

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 18, 1943

Section	Alsea Mountain	Kind of work	Furnishing Crushed Rock in Stockpiles
Highway	Alsea	Section prefix	2-4205
Contractor	P.B. Doherty	Contract number	2632
Date of contract	June 16, 1943	Date of completion	Sept. 30, 1943
Date work started	July 9, 1943	Estimated date of completion	Nov. 24, 1943
Amount of contract	$ 37,800.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 44,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 600, 2 % Date project was completed Nov. 24, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has completed tearing down the plant but has not moved the machinery from the site.

All stockpiles have been measured and the final estimate will be turned in soon.

RECEIVED
DEC 20 1943

NOTED
E. M. [illegible]

Signed

Address Dallas, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			10.92		
Miles partially completed					
Miles completed			10.92		
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-Cold		
Monday	" "		
Tuesday	Cloudy-"		
Wednesday	" "		
Thursday	Clear "		
Friday	Cloudy "		
Saturday	" "		

RECEIVED
DEC 20 1943
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

RECEIVED
NOV 6 1943
FOR FILING

Mr. McCullough

[illegible], CHAIRMAN
PORTLAND
[illegible] W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Nov. 4, 1943

4205

Mr. F. W. Furst
Forest Supervisor
Siuslaw National Forest
Corvallis, Oregon

2-4205

Dear Sir:

I have your letter of November 2nd concerning the maintenance on the Marys Peak Road in connection with the operation of the State's contractor in the production and hauling of rock materials.

As stated in my letter of August 14th we had a meeting with Mr. Young of the Corvallis Lumber Company and had a definite verbal understanding as to the carrying on of maintenance work by the State with provision for a charge against the Corvallis Lumber Company for their share of the work. However when the written agreements were presented to the lumber company they refused to sign them on the pretext that no provision was made for possible shut down of operations due to strikes. I pointed out to Mr. Young, irrespective of any strikes that might occur, they had been using this route for log hauling purposes for several months, whereas the State's rock hauling operation which was soon to start, at that time, would not extend for over a period of six weeks, so that their use of this road would be greater than the State's use in any event.

Notwithstanding their failure to sign the agreement we have bladed the road surface and on my inspection of the entire route to the quarry operation on November 2nd the surface was in very good condition. Our operations will be completed by about the middle of November and before we do any further work on the surface I shall want to get a definite understanding with the Corvallis Lumber Company as to the payment of their share of the cost of the maintenance work and may call upon you for assistance in getting that agreement.

With respect to the second paragraph of your recent letter concerning the cleaning out and maintenance of the ditches, I note from our signed agreement with the Forestry Department that the State is obligated to maintain the section being used "in a smooth usable first-class condition at all times, while they are conducting their rock hauling operations. This maintenance of the road surface to be accomplished by means of blade graders or other suitable equipment as often

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Mr. F. W. Furst Page 2 Nov. 4, 1943

as necessary and in such a manner that the surface be free from ruts, bumps, depressions; provided, however, that the State's responsibility for the maintenance of said section of said road shall only extend to and embrace such work as is necessary to remedy the damage done by virtue of the operations of the State's contractor in the quarry site hereinbefore mentioned."

There is nothing said or implied as to the maintenance of [illegible] waterways, nor, I think, should there be any obligation on [illegible] for the maintenance of ditches unless the State's [illegible] such ditch maintenance necessary. When I was over the road [illegible] day I did note that there was some ditch cleaning required in the vicinity of the crushing [illegible] because of material that had fallen or collected in the road ditch by the contractor's [illegible] and grading on the stock pile site. I instructed our engineer at that time to have the contractor clean out these several spots that impeded the ditch flow, immediately, and we will see that this ditch [illegible] as necessary and in such a manner that the surface be free from ruts, bumps, depressions; provided, however, that the State's responsibility for the maintenance of said section of said road shall only extend to and embrace such work as is necessary to remedy the damage done by virtue of the operations of the State's contractor in the quarry site hereinbefore mentioned."

There is nothing said or implied as to the maintenance of ditches or waterways, nor, I think, should there be any obligation on the State's part for the maintenance of ditches unless the State's operation has made such ditch maintenance necessary. When I was over the road the other day I did note that there was some ditch cleaning required in the vicinity of the crushing operation because of material that had fallen or collected in the road ditch by the contractor's clearing and grading of the stock pile site. I instructed our engineer at that time to have the contractor clean out these several spots that impeded the ditch flow, immediately, and we will see that this ditch cleaning for which the contractor is responsible is performed.

Yours very truly,

F. D. EASON
Division Engineer

FDE:LC

cc C. B. McCullough
Lowell Johnston

2-4205

July 9, 1943

Mr. P. B. Doherty
3105 N. E. 55th Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2632 which was awarded to you on June 16, 1943, by the State Highway Commission, covering the Alsea Mountain Rock Production Project on the Alsea Highway, in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

2-4205

July 9, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2632, which was awarded to P. B. Doherty by the State Highway Commission on June 16, 1943, covering the Alsea Mountain Rock Production Project on the Alsea Highway in Benton County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
FOR FILE

2-4385

June 17, 1943

Mr. P. B. Doherty
3105 N. E. 55th Ave.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2632, which was awarded to you by the State Highway Commission on June 16, 1943 covering Alsea Mountain Rock Production Project on the Alsea Highway, Benton County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We Will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

EB

By
Secretary

Recorded 58

RECEIVED

2-4205

June 17, 1943

Mr. P. B. Doherty
3105 Northeast 55th Avenue
Portland, Oregon

Dear Sir:

The State Highway Commission on June 16, 1943, awarded you the contract for Alsea Mountain Rock Production Project on the Alsea Highway, in Benton County. This award was based on your low bid of $37,800.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

EB
cc - S. H. Probert
G. S. Paxson

April 5, 1943

Mr. Kendall B. Wood
Corvallis Lumber Co.
Corvallis, Oregon

Alsea Mountain Rock Production Project.

Dear Mr. Wood:

We refer to your letter of March 25, inquiring as to the possibility of your purchasing crushed rock from the Highway Commission, for use in the maintenance of certain roads over which you plan to haul logs, having in mind particularly crushed rock from a crushing operation proposed to be undertaken at a location on the Mary's Peak Road, northeast of Alsea.

Our operation at the location mentioned is to be a contract operation, under which a contractor will produce some 10,600 yards of crushed rock and place it in stockpiles at certain designated locations, for use by our maintenance crews as needed. None of this 10,600 yards of rock will be available for sale.

It may be possible for you to make arrangements with the contractor to produce a quantity of rock for you, but, before such an arrangement could be carried out, it would be necessary for either your company or the contractor to obtain permission from the O. & C. authorities to take the required quantities of rock from the quarry. Our authority to take rock from this quarry applies only to rock taken for use by the Highway Commission.

Bids for the producing and the stockpiling of the 10,600 yards of crushed rock, which are to be produced for our use, will be received on April 7. If a satisfactory bid is received, a contract for the production of the crushed rock will be entered into immediately thereafter.

A map showing the location of the quarry from which it is proposed to obtain the rock is being enclosed.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER
Encl.
cc to C. W. Parker (File 10,866)
H. G. Smith
F. D. Eason

2 copies

CORVALLIS LUMBER COMPANY
MANUFACTURERS
KILN-DRIED DOUGLAS FIR—CEDAR AND HEMLOCK LUMBER
MIXED CARS . . . LUMBER . . . SHINGLES . . . LATH
TIMBERS and STRUCTURAL ITEMS
CORVALLIS, OREGON

March 25,1943

Mr. F. H. Probert
Office of Engineers
State Highway Department
Salem, Oregon

Dear Mr. Probert:

It is my understanding that you are negotiating with the O. & C. offices for use of land on the Mary's Peak road for a rock crusher. We will be carrying on some logging operations over this road during the next few years and have tentatively agreed to maintain a portion of this road during the course of our operations.

I am asking you if permission might be granted from time to time for the purchase of a small quantity of the crusher's output to carry on whatever maintenance work is necessary to keep the road in shape.

I have talked with the O. & C. offices in Portland and they fully agree that it would be desirable to maintain this road from your crusher if an agreement can be made with you.

Very sincerely yours,

Kendall B. Wood
Kendall B. Wood

KBW:f

10-4207 Umpqua River Br. Pier Fenders
Oregon Coast Hwy.(Reedsport) 1943

#2633

ECEIVED
APR 5 1944

10-4207

April 4, 1944

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission, at its meeting on March 28, 1944, granted you the extension of time requested, from September 15, 1943 to January 7, 1944 without penalty, in connection with contract No. 2633, for replacing pier fenders on the Umpqua River Bridge on the Oregon Coast Highway, in Douglas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

cc G. S. Paxson

VED
1944

4207

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3077	2633	7-final	Tom Lillebo	$1,607.26	254372	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes 3/28/44

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

OK to release warrant

Approved ______
Secretary

noted-D D
3/30/43.

RECEIVED
MAR 17 1944
FOR FILING

10-4207

March 16, 1944

United States Fidelity & Guaranty Co.
Beulah Spalding, Agent
1112 Bedell Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2633 for work on the Umpqua River Bridge Section of the Oregon Coast Highway, in Douglas County, has been completed by the contractor, Tom Lillebo, and that final payment in the amount of $1,607.26 will be made on or after March 27, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount is $15,491.09 of which amount $352.13 represents the amount of force account items. This contract was completed on January 7, 1944 and has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

[illegible]

July 9, 1943

United States Fidelity & Guaranty Co.
Beulah Spalding, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2633, which was awarded to Tom Lillebo by the State Highway Commission on June 16, 1943, covering Umpqua River Bridge Pier Fenders on the Oregon Coast Highway at Reedsport in Douglas County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

EB Secretary

FOR FILING

10-4287

July 9, 1943

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2633, which was awarded to you on June 16, 1943 by the State Highway Commission, covering Umpqua River Bridge Pier Fenders on the Oregon Coast Highway at Reedsport, in Douglas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
FOR FILING
10-4207

June 17, 1943

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2633, which was awarded to you by the State Highway Commission on June 16, 1943 covering the repair of pier fenders on the Umpqua River Bridge on the Oregon Coast Highway in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

EB

Recorded

RECEIVED
FOR FILING
10-4207

OREGON STATE HIGHWAY COMMISSION

June 17, 1943

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on June 16, 1943, awarded you the contract for removing and replacing a part of the pier fenders on the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, in Douglas County. This award was based on your low bid of $14,535.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]
cc - S. H. Probert
G. S. Paxson

FORM E-60 20M 1-40

FOR FILE

10-4307

AGENDA
MAY 11 194[illegible]

2a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1943

SUBJECT: Bridge crossing the Umpqua River at M.P. 224.83.

To: Mr. G. S. Paxson
Bridge Engineer

REFERRED TO
By Chief Engineer
agenda

Dear Sir:

Last winter's storms, high water, and drift damaged and destroyed portions of the pier protection and drawrest of the bridge crossing the Umpqua River at M.P. 224.83 on the Oregon Coast Highway in Reedsport.

To repair, rehabilitate and replace the missing portions will require roughly 12,000 F.B.M. timber for caps, sheeting, and braces, and driving of approximately 200-45' piling and dolphins. A rough estimate of the cost is approximately $7500.

If this work is performed during the summer months by our depleted bridge maintenance crews the result will be neglect in painting steel bridges in the Coos Bay Area. Therefore, it is our recommendation that this project be advertised for a contract at the first Highway meeting in June.

This week, I personally contacted three different firms in the Coos Bay Area, all of which have agreed to submit to bids, and are agreeable to performing the work during the months of July and August, 1943. The contractors above referred to are Coos Bay Dredging Company, Marshfield, Oregon, Elfstrom Brothers, North Bend, Oregon, and Dave Holliday, Reedsport, Oregon.

If you desire, I could submit a blueprint plan to Mr. Krueger who could re-submit the same with the missing portions indicated in red.

Very truly yours,

W. W. Stiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

C.P.

16-4204 Madras Rock Production 1943
Warm Springs & The Dalles-Calif.Hwys

#2634

M

ECEIVED
JUL 1 1944
OR FILING

16 - 4204

July 17, 1944

Aetna Casualty and Surety Company
Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2634 for work on the Madras Rock Production Project on the Warm Springs and The Dalles-California Highways, in Jefferson and Wasco Counties, has been completed by the contractor, D. C. and A. L. Williams, and that final payment in the amount of $1,256.16 will be made on or after July 27, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $42,692.90 and that no force account work was performed therein. This contract was completed on April 28, 1944 and accepted by the Commission on July 11, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

ECEIVED
JUL 17 1944
[illegible]

16 - 4204

July 14, 1944

D. C. and A. L. Williams
c/o Antlers Hotel
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 11, 1944, granted you the extension of time requested, from September 30, 1943 to April 28, 1944, without penalty, in connection with contract No. 2634 for the Madras Rock Production Project on the Warm Springs and The Dalles-California Highways in Jefferson and Wasco Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - Wm. E. Chandler
Division Engineer

M

ECEIVED
MAY 15 1944
[illegible]

-4204

May 13, 1944

Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. C. & A. L. Williams, on contract No. 2634, covering the Madras Rock Production Project, in Jefferson and Wasco Counties. This payment, in the amount of $4,970.24, will be made on or after May 23, 1944. The retained percentage is $1,281.55.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

5M—6-43

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6,1944, 19

Kind of work Rock Production

n Madras

Section prefix 16-4204

way Warm Springs & The Dalles California

Contract number 2634

ctor D.C. & A.L. Williams

Date of completion Sept 30,1943, 19

contract June 16,1943, 19

Estimated date of completion, 19

work started August 26,1943, 19

Per cent of time elapsed 316 295 107 %

unt of contract $ 41100.

mated cost of completed project, exclusive of engineering $ 42718.28

cent of contract completed, based on total contract price 100 %

Date project was completed April 28,1944, 19

ineering cost to date, $ 1780, 4.33 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, ructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report.

This project let in June 1943, did not get started until late in August. At that time drilling began in the quarry. Drilling continued through September and on October 17th plant erection began. The drilling was done by one man and the plant erection was mostly done by one man (supervised by the Williams brothers). Plant erection together with the erection of several shacks for the crew personnel continued until the ~~4th~~ 1st of December, when crushing started. The plant has operated fairly steady since that time, the contractor losing about 15% of the time for repairing, sickness etc.

As noted before, the contractor elected to use rock from a pit lying to the south and adjacent to the state specified source. This rock appears to be of the same kind and quality of— as that contained in our holdings. In the drilling it was noted that the drill bits were only good for about 8" before resharpening.

Semi-final estimate submitted to Division office May 6,1944.

Signed A. A. Fossen

Address 1290-Wall St. BEND, Oregon.

NOTED
E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			6.43 Warm Springs 30. The Dalles California		
Miles partially completed					
Miles completed			36.43		
Total estimated quantities			14400		
Estimated quantities moved or placed to date			15008.1 cy	+ 892.5 rejects	
Average daily quantities			137 cy for	110 days crushing	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			moving to new project		

Percentages of men employed on contract to be secured from:
.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday			
Tuesday			
Wednesday	all		
Thursday			
Friday	week		
Saturday			

16 - [illegible]

July 9, 1943

D. C. & A. L. Williams
℅ Antlers Hotel
Baker, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2634 which was awarded to you on June 16, 1943 by the State Highway Commission, covering the Madras Rock Production Project on the Warm Springs and The Dalles-California Highways in Jefferson and Wasco Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED

16-4204

June 17, 1943

D. C. & A. L. Williams
3233 N. E. 12th
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2634, which was awarded to you by the State Highway Commission on June 16, 1943 covering Madras Rock Production Project on the Warm Springs and The Dalles-California Highways, in Jefferson and Wasco Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

EB

By

Secretary

Recorded BS

RECEIVED
JUN 1
FOR FIL

16-4204

June 17, 1943

B. C. & A. L. Williams
3233 N. E. 12th
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1943, awarded you the contract for the Madras Rock Production Project on the Warm Springs and The Dalles-California Highways, in Jefferson and Wasco Counties. This award was based on your low bid of $41,100.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - S. H. Probert
G. S. Paxson

102-1012 Dallas-Fern Corner & Pedee-Wren Sec.
Kings Valley Secondary Hwy. 1943

#2635

ECEIVED
1944
FOR

162-1012

September 21, 1944

Hartford Accident & Indemnity Co.,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2635 for surfacing of the Dallas-Fern Corner & Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway in Polk and Benton Counties, has been completed by the contractors, R. O. Dail and Warren Bros., of Portland; and that final payment in the amount of $3591.30 will be made on or after October 2, 1944.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumed no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $119,165.84, of which amount $30.56 represents the amount of force account items. This contract was completed on July 10, 1944 and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

RBG/jbe

Secretary.

RECEIVED
SEP 13 1944
FOR FILING

702-1012

September 18, 1944

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland 6, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 12, 1944, granted you the extension of time requested, from October 15, 1943 to July 10, 1944, without penalty, in connection with contract No. 2635 for the Dallas-Fern Corner and Pedee-Wren Sections of the Dallas-Kings Valley Secondary Highway in Polk and Benton Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - Mr. F. D. Mason

[illegible]
[illegible]

M

RECEIVED
JUL [illegible]
FOR [illegible]

102-1012

July 25, 1944

Hartford Accident & Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail and Warren Bros., on contract No. 2635, covering the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton Counties. This payment, in the amount of $39,167.51, will be made on or after August 4, 1944. The retained percentage is $3,574.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisified, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Ass't to Secretary

VH

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 1944., 19

Section Dallas- Fern Corner. Pedee- Wren

Kind of work Surfacing & oiling.

Highway Dallas- King's Valley

Section prefix 102-1012

Contractor R.O. Dail & Warren Bros.

Contract number 2635

Date of contract June 16, 1943, 19

Date of completion October 15, 1943, 19

Date work started July 9, 1943, 19

Estimated date of completion , 19

Amount of contract $ 110,365.35

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 110,365.35

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3700.00, 3.35 %

Date project was completed July 14, 1944., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday contractor's forces broomed surfacing on 0-9 sections and moved reject stock pile of ¼-0" material to state stock pile site oppos. quarry site at mile 23.90

Friday excavated outlet ditch for 18" culvert oppos quarry site and cleaned up debris at plant site. This completes all work.

On Friday party measured ½"-¼" material remaining at stock pile sites.

Saturday made up monthly estimate. Small amount of office work yet to do on final estimate.

JUL 1

Signed Johnson

Address Monmouth, Oregon.

NOTED

E.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				17.91	
Miles partially completed					
Miles completed				17.91	
Total estimated quantities					
Estimated quantities moved or placed to date				100%	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				6	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					1		1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					3		3
Men and tractors					2		2

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
OCT 28 1943
FOR FILING

102-1012

October 26, 1943

Shreeve's Richfield Station
Corner Main and Washington
Dallas, Oregon

Attention Oramel Shreeve

Gentlemen:

In reply to your inquiry of October 26, 1943, with regard to contract No. 2635, with R. O. Dail & Warren Bros., Inc., for work on the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton County, you are advised that the above contractors furnished a bond which was written by the Hartford Accident & Indemnity Company, whose agents are Jewett, Barton, Leavy & Kern, Lewis Building, Portland, Oregon.

The amount of the bond was $110,363.35.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

102-1012

July 9, 1943

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2635 which was awarded to you on June 16, 1943 by the State Highway Commission, covering surfacing and oiling on the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway in Polk and Benton Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

EB

RECEIVED
JUN 1 [illegible]
FOR FILING

102-1012

June 18, 1943

R. G. Dail & Warren Bros., Inc.
6919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2635, which was awarded to you by the State Highway Commission on June 16, 1943 covering Madras Rock Production Project on the Warm Springs and The Dalles-California Highways in Jefferson and Wasco Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

EB

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6-18

RECEIVED
JUN 18 1943
FOR FILES

102-1012

June 17, 1943

R. O. Dall & Warren Brothers
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1943, awarded you the contract for the Dallas-Fern Corner and Pedee-Wren Section of the Dallas-Kings Valley Secondary Highway, in Polk and Benton Counties. This contract was awarded to you at your low bid of $110,363.35 based on the use of tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

EB

By

Secretary

cc - S. H. Probert
G. S. Paxson

30-4205 Weston Rock Production
Ore.-Wash. & Weston-Elgin Hwys. 1943
#2636

RECEIVED
DEC 20 1943
FOR FILING

20-4[illegible]

December 17, 1943

Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2636 for work on the Weston Rock Production Project on the Oregon-Washington & Weston-Elgin Highways in Umatilla County, has been completed by the contractor, D. C. and A. L. Williams, and that final payment in the amount of $704.24 will be made on or after December 27, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $16,074.50, and that no force account work was performed therein. This contract was completed on September 24, 1943, and accepted by the Commission on November 8, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

RECEIVED
DEC 8 1943
FOR FILING

32-4205

December 8, 1943

Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. C. and A. L. Williams, on contract No. 2636, covering the Weston Rock Production Project on the Oregon-Washington and Weston-Elgin Highways, in Umatilla County. This payment, in the amount of $570.26, will be made on or after December 18, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

By

Secretary

AO

NOTED
RUTH SMITH

Form E-1—5M—4-42

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

#15

FOR CONSTRUCTION PROJECTS ONLY

	For Week Ending October 9, 19 43
Section Weston Rock Production	*Kind of work* Rock Production
Highway Oregon-Washington, Weston-Elgin	*Section prefix* 30 - 4205
Contractor D.C. and A.L.Williams	*Contract number* 2636
Date of contract June 16, 19 43	*Date of completion* Sept. 30, 19 43
Date work started July 1, 19 43	*Estimated date of completion* , 19
Amount of contract $ 16,000.	*Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering $ 16,000.

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 512.50, 53.5 % *Date project was completed* Sept 24, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The measuring of all stock piles was completed the past week but the quantities have not yet been computed.

RECEIVED
OCT 11 1943

NOTED
E. M. B

Signed A. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			5,000.		
Estimated quantities moved or placed to date			5,000.		
Average daily quantities			143.		
Average daily quantities necessary to complete project on time			completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	Pt. cloudy		

STATE PRINTING DEPT.

RECEIVED

30-4205

July 9, 1943

D. C. & A. L. Williams
% Antlers Hotel
Baker Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2636 which was awarded to you on June 16, 1943, by the State Highway Commission, covering the Weston Rock Production Project on the Oregon-Washington and Weston-Elgin Highways in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
[illegible]
FOR FILE

30-4205

June 17, 1943

D. C. & A. L. Williams
3233 N. E. 12th
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2636, which was awarded to you by the State Highway Commission on June 16, 1943 covering Weston Rock Production Project on the Oregon-Washington and Weston-Elgin Highways, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this had been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By Secretary

EB

Recorded-68

RECEIVED
JUN 1 [illegible]
FOR FILING

30-4205

June 17, 1943

D. C. & A. L. Williams
3233 N. E. 12th
Portland, Oregon

Gentlemen:

The State Highway Commission on June 16, 1943, awarded you the contract for the Weston Rock Production Project on the Oregon-Washington and Weston-Elgin Highways, in Umatilla County. This award was based on your low bid of $16,000.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - S. H. Probert
G. S. Paxson

9-8301 Belknap Springs-Fourmile Butte 1943
Rock Prod., McKenzie Hwy.
#2637

RECEIVED
JUN 2 1949
FOR FILING

9-8301

2637

June 1, 1949

Mr. H. P. Atterbury, Service Dept.
The Aetna Casualty and Surety Co.
c/o Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Dear Sir:

RE: Bond 42 S 7218
Contract No. 2637
J. S. Risley

Reference your letter of May 27, 1949.

We are pleased to advise that the above contract, covering rock production on the Belknap Springs-Fourmile Butte Section of McKenzie Highway in Lane and Deschutes Counties, was accepted by the Highway Commission on October 21, 1947. The total amount paid on this contract was $30,414.36, the final warrant being mailed to the contractor on October 29, 1947.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

SERVICE DEPARTMENT
WALTER T. DAVOL, SUPERINTENDENT
c/o BATES, LIVELY & PEARSON
YEON BUILDING

PORTLAND 7, OREGON

May 27, 1949

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: Bond 42 S 7218
Contract No. 2637
J. S. Risley

Under date of July 7, 1943 we executed a $48,600.00 bond on behalf of J. S. Risley, of Portland, Oregon, for rock production on the Balknap Springs-Fourmile Butte Section of the McKenzie Highway. On checking our file, we find the last information we received from the State was to the effect the contract was completed on September 19, 1945 but had not at that time been accepted by the Highway Commission. Will you kindly advise date contract was accepted and tptal amount of contract.

Thanking you, we are,

Yours very truly,

H P Atterbury
Bond Department

hpa

RECEIVED
MAY 31 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 25, 1947

SUBJECT: 9-8301

To: W. C. Williams
Acting State Highway Engineer

Dear Sir:

Reference is made to your letter of the 19th regarding the clean-up work on Contract 2637, Belknap Springs-Four Mile Butte job.

At the present time I am not sure if this clean-up has been made but am checking on it and will advise within a few days.

We have been trying to get this work done for some time but without success. Mr. Risley always seems to have one excuse after another as to why he cannot do the work. The same thing is happening on the job on the Rogue River Loop, in that his bunkers are still on the gravel bar.

Very truly yours,

(Sgd) K. D. Lytle

K. D. LYTLE
Division Engineer

kdl:g

RECEIVED
SEP 23 1947
FOR FILING

9-8301

Salem, Oregon
September 19, 1947

Prefix 9-8301
Cleanup Work on Contract 2637

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

According to our records J. S. Risley has not completed the cleanup work on the Belknap Springs-Fourmile Butte Project, Contract No. 2637.

We have been holding final payment since September 1945, and would appreciate advice as to whether Mr. Risley intends to perform this work.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

KHC:GS

RECEIVED
APR 9 1946
FOR FILING

9-8301

April 8, 1946

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2637 for work on the Belknap Springs-Fourmile Butte Section of the McKenzie Highway, in Lane and Deschutes County, has been completed by the contractor, J. S. Risley, and that final payment in the amount of $912.43 will be made after the contractor has satisfactorily cleaned up the job site, dug a required drainage ditch, and it has been accepted by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $30,414.36, and that no force account work was performed therein. This contract was completed on September 19, 1945, but has not as yet been accepted by the Highway Commission. We anticipate, however, that the contractor will do the necessary cleaning up and that it will be accepted by the Commission at it's next meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
4-8-46

H. B. Glaisyer
Secretary

gl

RECEIVED
13 1945
FOR FILING

9-8301

November 6th, 1945

Mr. J. S. Hinley
Route 10, Box 800
Milwaukie 2, Oregon

Dear Sir:

We have been advised by the Forest Service that your plant site at Scott Lake has not been cleaned up to their satisfaction.

It will be necessary to hold your final estimate until this has been done.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

ECEIVED
OCT 10 1945
FOR FILING

9-8301

October 8, 1945

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. S. Risley, on contract No. 2637, covering the furnishing of crushed rock in stockpiles on the Belknap Springs-Fourmile Butte Section of the McKenzie Highway, in Lane and Deschutes Counties. This payment, in the amount of $3,137.59, will be made on or after October 18, 1945. The retained percentage is $912.43.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-8-45-

Form E-1—5M—4-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 22, 1945

Kind of work Furnish Crushed Rock in Stockpiles

Section Belknap Springs-Fourmile Butte

Section prefix 9-8301

Highway McKenzie

Contract number 2637

Contractor J. S. Risley

Date of completion Oct. 31, 1943

Date of contract July 7, 1943

Estimated date of completion ________, 19____

Date work started Oct. 5, 1943

Per cent of time elapsed 100 plus %

Amount of contract $ 48,600

Estimated cost of completed project, exclusive of engineering $ 33,400

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1440.00, 3 %

Date project was completed Sept. 19, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

The contractor completed his rock production project at the Scott Lake Quarry, located approximately 0.97 mile north of the highway at M.P. 70.37, September 19, 1945.

Thur. Sept. 20, started dismantling plant and hauling out equipment.

H. G. SMITH

RECEIVED
SEP 24 1945

Signed E. E. [illegible]

Address Box 507, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			26.7		
Miles partially completed					
Miles completed					
Total estimated quantities			7,960 C.Y.		
Estimated quantities moved or placed to date			7,000 C.Y.		
Average daily quantities			80 " "		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			11		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					2	6
Men and teams							
Men and trucks under 3 tons	5						5
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	2		
Tuesday	"		
Wednesday	"		
Thursday	SHOWERS		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 30 1945
FOR FILING

9-8301

Salem, Oregon
June 29, 1945

Mr. S. H. Probert
Office Engineer
Department

Dear Mr. Probert:

We are handing you herewith two copies, fully executed, of the agreement between the State Highway Commission and J. S. Risley. This agreement amends Mr. Risley's contract No. 2637, Belknap Springs-Fourmile Butte Section, which provides for the furnishing of crushed materials in stockpiles.

One copy has been retained for the Commission's files, and one copy has been sent to the contractor and his surety on the bonds.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:wp

Attach. 2
cc: H. G. Smith

RECEIVED
JUN 28 1945
FOR FILING

9-8301

June 28, 1945

Mr. C. B. McCullough
Asst. State Highway Engineer

Building

Dear Mr. McCullough:

Attached hereto are two fully executed copies of an Agreement between the State Highway Commission and J. S. Risley amending Mr. Risley's contract #2637, covering the furnishing of crushed rock in stockpiles for the Belknap Springs-Fourmile Butte Section on the McKenzie Highway.

I have retained the original of this Agreement for the Commission's records and files and have sent a copy each to the contractor and surety. The attached copies are for disposal as you see fit.

Very truly yours

Secretary

HBG gl
Encl.

RECEIVED
JUN 28 1945
FOR FILING

9-8301

June 27, 1945

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

Attached hereto, for your records and files, is an Agreement between the State Highway Commission and J. S. Risley amending Mr. Risley's contract No. 2637, with the State Highway Commission for the furnishing of crushed rock in stockpiles for the Belknap Springs-Fourmile Butte Section on the McKenzie Highway in Lane and Deschutes Counties.

This Agreement is furnished you inasmuch as you appear as surety on the bond furnished Mr. Risley on this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG gl
Encl.

RECEIVED
JUN 29 1945
FOR FILING

9-8201

June 27, 1945

Mr. J. S. Risley
Rte. #10, Box 800
Milwaukie, Oregon

Dear Sir:

Enclosed, for your information and files, is an executed copy of your Agreement with the State Highway Commission amending your contract #2637 for the furnishing of crushed rock in stockpiles for the Belknap Springs-Fourmile Butte Section on the McKenzie Highway in Lane and Deschutes Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MBG gl
Encl.

RECEIVED
DEC 21 1944
FOR FILING

9-4207

December 21, 1944

Mr. J. S. Risley
Route 10, Box 800
Milwaukie 2, Oregon

Dear Mr. Risley:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from October 31, 1943, to September 30, 1945, without penalty in connection with Contract No. 2637 for work on the Belknap Springs Four Mile Butte Section of the McKenzie Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmr

CC to: Mr. K. D. Lytle

NOTED ON CARD

RECEIVED
OCT 27 1944
FOR FILING

9-4207

Oct. 25, 1944.

Mr. J. S. Risley,
P. O. Box 800, Route 10,
Milwaukie, Oregon.

Dear Sir:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request, accompanied by agreement of surety, for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contract No. 2637, Belknap Springs-Four Mile Butte, lies within this qualification. Will you kindly submit a request for an extension of time, accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

E

CC to
K. D. Lytle
E. G. Smith

August 13, 1943

9-4207

Mr. J. S. Risley
Route 10, Box 800
Milwaukie, Oregon

Dear Sir:

We sent you yesterday an executed copy of your contract No. 2637 for the Belknap Springs-Fourmile Butte Rock Production Project, in Lane County.

You will note that this copy does not bear your signature. You signed in the wrong place, so we had to eradicate it, which is the reason that your name does not show.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:MS

RECEIVED
[illegible]
FOR FILING

9-4507

August 12, 1943

J. S. Risley
Rt. 10, Box 800
Milwaukie, Oregon

Dear Mr. Risley:

We are sending you today by parcel post a fully executed copy of contract No. 2637, which was awarded to you on July 7, 1943 by the State Highway Commission covering the furnishing of crushed rock in stockpiles on the Belknap Springs–Fourmile Butte Section, of the McKenzie Highway, in Lane and Deschutes Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

NOTED
RUTH SMITH

RECEIVED
FOR FILING

9-4207

August 12, 1943

The Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agent
Yeon Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2637, which was awarded to J. S. Risley, Milwaukie, Oregon, by the State Highway Commission on July [illegible], 1943, covering the furnishing of crushed rock in stockpiles on the Belknap Springs-Fourmile Butte Section of the McKenzie Highway, in Lane and Deschutes Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

NOTED
RUTH SMITH

7-4207

August 16, 1943

Mr. J. S. Risley
R. 10, Box 800
Milwaukie, Oregon

Dear Sir:

In accordance with your telegram of July 25 and in conformity with instructions given to you by me at the Highway Commission meeting on July 28, advise that we will expect you immediately to set up and start producing rock on your contract No. 2637, the Belknap Springs-Fourmile Butte Rock Production Project.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

sley
Box 300

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1201

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR33 28 NL=PORTLAND ORG 24
OREGON STATE HIGHWAY COMMISSION=

NOTED
State Highway Engineer

1943 JUL 25 AM 7 11

COMDITIONS AT SCOTT LAKE QUARRY MAKE IT IMPOSSIBLE TO COMPLETE JOB THERE THIS SEASON. OPTIONAL WITH ME TO EXTEND COMPLETION DATE ONE YEAR OR CANCEL CONTRACT. LETTER FOLLOWING=

J S RISLEY.

REFERRED TO
H G Smith
By Chief Engineer

See me

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

EB

By

Secretary

Recorded - RS

RECEIVED
JUL [illegible]
FOR FILING

July 8, 1943

9-4207

Mr. J. S. Risley
Route 10, Box 800
Milwaukie, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2637, which was awarded to you by the State Highway Commission on July 7, 1943, covering the Belknap Springs-Fourmile Butte Rock Production Project on the McKenzie Highway, in Deschutes and Lane Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Recorded RS

RECEIVED
FOR FILING

9-4207

July 8, 1943

Mr. J. S. Risley
Route 18, Box 800
Milwaukie, Oregon

Dear Mr. Risley:

The State Highway Commission on July 7, 1943 awarded you the contract on the Belknap Springs-Fourmile Butte Rock Production Project on the McKenzie Highway, in Deschutes and Lane Counties. This award was based on your bid of $48,600.00, submitted on the above mentioned date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

cc: S. H. Probert
C. S. Paxson

20-1043 Eight Ave.-Broadway Sec.of Hilyard St.
Eugene 1943

#2538

RECEIVED
FEB 28 1944
FOR FILING

-1043

February 25, 1944

General Casualty Company of America
S. R. Stevenson, Agent
Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2638 for grading and paving on the Eighth Avenue-Broadway Section of Hilyard Street, Eugene, in Lane County, has been completed by the contractor, Nels T. Jorgensen, and that final payment in the amount of $619.93 will be made on or after March 6, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $9,154.98 and that no force account work was performed therein. This contract was completed on January 3, 1944 and accepted by the Commission on February 17, 1944.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
FEB 23 1944
FOR FILING

2B-1043

February 21, 1944

Nels T. Jorgensen
931 W. 7th Avenue
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from August 31, 1943, to January 3, 1944, without penalty, in connection with contract No. 2638 for grading and paving on the Eighth Avenue-Broadway Section of Hilyard Street in Eugene in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

cc - K. D. Lytle

RECEIVED
JAN 19 1944
FOR FILING

20-1043

January 15, 1944

General Casualty Company of America
S. R. Stevenson
Miner Building
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Nels. T. Jorgensen, on contract No. 2638, covering the Eighth Avenue-Broadway Section on the Hilyard Street Highway in Lane County. This payment, in the amount of $610.38, will be made on or after January 25, 1944. The retained percentage is $629.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1944

Section Eighth Avenue-Broadway

Kind of work Grading and Paving

Highway Hilyard Street (Eugene)

Section prefix 20-1043

Contractor nels T. Jorgensen

Contract number 2638

Date of contract July 7, 1943

Date of completion August 31, 1943

Date work started August 9, 1943

Estimated date of completion , 19

Amount of contract $ 8,387.00

Per cent of time elapsed 186 332 %

Estimated cost of completed project, exclusive of engineering 56 $ 9,660.47

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 572.23, 5.9 %

Date project was completed January 3, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Mon. - Contractor poured expansion joints with asphalt. Placed oil patch where trench was excavated to connect with main sewer line on Broadway Avenue.

Project completed on January 3, 1944.

Thur. -Expressed semi-final estimate to division office.

RECEIVED
JAN 11 1944
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed E. E. [illegible]

Address Box 507, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.07				0.07
Miles partially completed	0.07				0.07
Miles completed	0.07				0.07
Total estimated quantities	850 C.Y.				1150 S.Y.
Estimated quantities moved or placed to date	1559 " "				1114 " "
Average daily quantities	Completed				Completed
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED

20-1543

For file

Salem, Oregon
July 30, 1943

Agreement with
City of Eugene

Mr. Oscar Cutler
Assistant Staff Engineer

I am returning to you, herewith, five copies of an agreement between the City of Eugene and the State Highway Commission, covering maintenance by the City of Eugene of a section of Hilyard Street, between 8th Avenue and Broadway. These were signed by the Highway Commission at its meeting on July 28, 1943.

I have retained the original copy for the Commission's records and files.

Secretary

RS

20-1043

Mr. Nels T. Jorgensen
931 W. 7th St.
Eugene, Oregon

Dear Mr. Jorgensen:

We are sending you today by express a fully executed copy of contract No. 2638 which was awarded to you on July 7, 1943 by the State Highway Commission covering grading and paving on the Eighth Avenue-Broadway Section of Hilyard Street, Eugene, in Lane County.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

RW

NOTED
RUTH SMITH

RECEIVED
JUL 9 1943
FOR FILING

20-1043

July 8, 1943

Mr. Nels T. Jorgensen
931 West Seventh Street
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2638, which was awarded to you by the State Highway Commission on July 7, 1943, covering 0.07 mile of street grading and paving on the Eighth Avenue-Broadway Section of Hilyard Street in Eugene, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Recorded - RS

RECEIVED
JUL 9 1943
FOR FILING

20-1043

July 8, 1943

Mr. Nels T. Jorgensen
931 West 7th St.
Eugene, Oregon

Dear Mr. Jorgensen:

The State Highway Commission on July 7, 1943 awarded you the contract for 0.07 mile of street grading and paving on Eighth Avenue-Broadway Section of Hilyard Street in Eugene, in Lane County. This award was based on your low bid of $8,387.00 which was submitted on above date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
State Highway Commission

by
Secretary

RW
cc: S. H. Probert
C. S. Paxson

DA-NI 7 (1) Yeon Ave.-Nicolai St. Access Road
Portland 1943

#2639

RECEIVED
JUL 24 1944
FOR FILING

DA-NI 7-1

July 18, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed four copies each of final report, option and certificate for right of way acquired in connection with the Yeon Avenue-Nicolai Street Section in Portland, Project No. DA-NI 7 (1).

The parcel involved is referred to by No. 10853, formerly owned by the Columbia Steel Company.

There is also enclosed four blueprint copies of map showing the location of the land purchased.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by R. Alvick/GS

Encl.

C
O
P
Y

CERTIFICATE

R/W File 10853

M/O File RW 7799

I, J. M. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands referred to by said data to have been acquired by the State of Oregon for highway purposes:

Project Yeon Ave.-Nicolai St. (Portland) ~~Section of~~

Access Road ~~Highway~~ in Multnomah County

Federal Aid Project No. DA-WI 7 (1)

Former Owner Columbia Steel Co.

Land Acquired 678 sq. ft. ~~acres~~ as described in option

Character of Title Warranty Deed

Consideration Paid $150.00

Date of Conveyance November 23, 1943

Recorded Volume 798 Page 171 Deed Records of Multnomah County.

Dated this 18th day of July, 1944.

J. M. Devers (Signed)
Chief Counsel

Stencil No. 12,

RECEIVED
FEB [illegible] 1944
FOR [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NI 7-1

February 19, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NI 7(1)
Yeon Avenue-Nicolai St. Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 21 1944
OREGON
STATE HIGHWAY COMMISSION

Ton

#24pr-18901

Form P. R. 2

State Oregon

Project No. DA-HI 7(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of December, 1943

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto and the Defense Highway Act of 1941:

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ______ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of Jun., 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, two hundred seventy-four and 92/100 dollars ($4,274.92) as the share of the United States payable under said act on account of ______ said project, which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 38+00 and survey station 39+31 on Nicolai Street, all at the intersection of Yeon Avenue and Nicolai Street in Portland

Multnomah County, length 0.025 of a mile~~s~~ in , length 0.025 of a mile~~s~~ in Oregon Defense Access project No. DA-WI 7(1) consisting of

being S~~ection~~ xx Oregon Defense Access project No. DA-WI 7(1) consisting of

being S~~ection~~ xx of no bridges~~, each~~ of more than 20 feet clear span, 0.025 of a mile~~s~~ of roadway and no bridges~~, each~~ of more than 20 feet clear span,

~~of a mile in length~~

FEB 4 1944

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ______ ~~of~~ said project shall not in any event exceed the sum of four thousand, two hundred seventy-four and 92/100 dollars ($4,274.92), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ______ is ______ ~~dollars ($~~ ______ ~~)~~ the approved total estimated cost of ~~Section~~ ______ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

FEB 14 1944

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 12 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10 [illegible]

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-HI 7(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 4,274.92 as the total estimated cost of said project, and the sum of $ 4,274.92 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this ...... day of JAN 12 1944 one thousand nine hundred and ......

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10120

DA-NI 7-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FILING

November 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NI 7(1), Yeon Ave.-Nicolai St. (Portland) Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,
W. H. LYNCH
District Engineer

By
T. M. Davis
Sr. Highway Engineer

Encls.

RECEIVED
NOV 27 1943
OREGON
STATE HIGHWAY COMMISSION

DA-NI 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 1 9 1943
FOR FILING

October 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NI 7(1), Yeon Avenue-Nicolai Street Access Road, Portland, was made by a representative of this office on September 18, 1943.

The agreement estimate was received this morning and is being forwarded today. Prompt submission of the final voucher will be appreciated as soon as the agreement has been prepared and sent you for the Commission's signature.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
OCT 28 1943
OREGON
STATE HIGHWAY COMMISSION

Iron

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NOV 9 1943
~~FOR FILING~~
DA-NI 7

October 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Yeon Avenue-Nicolai Street (Portland) Section, Project No. DA-NI 7 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-MI 7 (1)

YEON AVE.-NICOLAI ST. (PORTLAND)

ACCESS ROAD PROJECT IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 21, 1943

All Required		Preliminary Engineering		$ 250.00
All Required		Lands, Rights of Way, Easements, Etc.		200.00

CONSTRUCTION

All Required		Clearing and Grubbing		155.00
All Required		Salvaging and Reinstalling Fence		260.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
220	cu. yds.	General Excavation, Unclassified	1.60	352.00
55	lin. ft.	8" Sewer Pipe	.90	49.50
28	lin. ft.	Extra for Installing Pipe Under Pavement	2.90	81.20
2	only	Concrete Inlets	30.00	60.00
1	only	Concrete Manhole	160.00	160.00
8	cu. yds.	Concrete Curbs	35.00	280.00
50	sq. yds.	Concrete Walks	2.60	130.00
14	cu. yds.	Concrete Traffic Islands	35.00	490.00
170	lin. ft.	1" Electrical Conduit	2.60	442.00
90	cu. yds.	3" - 0" Screened Gravel in Base	3.00	270.00
25	cu. yds.	1½" - 0" Crushed Material in Base	3.50	87.50
75	tons	Class "B" Asphaltic Concrete	8.00	600.00
			Subtotal	$ 3,477.20
			10% Engr. & Cont.	347.72
			Total	$ 3,824.92

Length .024 mile

Cost per mile $ 15,937.16

Federal Access Funds Requested:

Preliminary Engineering	$ 250.00
Lands, Rights of Way, Easements, Etc.	200.00
Construction	3,824.92
	$ 4,274.92

Funds for Maintenance: Chap. 529, laws 1939.

FORM E-128X 6M 4-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 27 1943
FOR FILING

DA-NI 7

September 24, 1943

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of encroachment resolution for the improvements at the intersections of N. W. Yeon Avenue with N. W. Nicolai Street and N. W. 23rd Avenue with N. W. Nicolai Street, Federal Access Road Project No. DA-NI-7 (1). Copies of the maintenance agreement covering this project were previously sent you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

mo

Encl.

cc Mr. J. W. Nash

RECEIVED
SEP 25 1943
FOR FILING

KH-NL 7-1

September 24, 1943

Fidelity and Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2639 for work on the Yeon Avenue-Nicolai Access Road, in Multnomah County, has been completed by the contractor, Edlefsen-Weygandt Co., and that final payment in the amount of $750.90 will be made on or after October 4, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,418.45, and that no force account work was performed therein. This contract was completed on August 30, 1943, but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Recorded ~~E~~ E.B.

RECEIVED
SEP 13 1943
FOR FILING

BP-N1 7-1

September 11, 1943

Fidelity and Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company, on contract No. 2639, covering 0.03 miles of grading and paving on the Yeon Avenue-Nicolai Street Access Road, in Multnomah County. This payment, in the amount of $2,667.55, will be made on or after September 21, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

ORBGON STATE HIGHWAY COMMISSION

By
Secretary

EB

CEIVE
SEP 1 0 194
FO

AA-N1 7

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(53)

SYMBOLS

DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR208 26/25 GOVT DL 3 EXTRA=TDC WASHINGTON DC 8 404P

1943 SEP 8 PM 2 56

OREGON STATE HIGHWAY COMMISSION=

OREGON APPLICATION 50 WAR PRODUCTION BOARD SERIAL NO 101224 APPROVED. CERTIFICATE WILL BE MAILED PROMPTLY. THIS IS YOUR AUTHORITY TO BEGIN CONSTRUCTION=

MAURY MAVERICK DIRECTOR GOVERNMENT DIVISION WAR PRODUCTION BOARD.

NOTED
State Highway Engineer

~~Applic'n for Non-Nonwar Project.~~

~~Project what is this?~~

RECEIVED
SEP 10 1943
FOR FILING

50 101224.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CO[illegible] SERVICE

✓

Form E-1—8M—4-43

1.H-N1 7-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sep't. 4, 19 43

Section Yeon Avenue- Nicolai Street

Highway Access Road

Contractor Edlefsen - Weygandt

Date of contract July 7, 19 43

Date work started Aug. 16, 19 43

Amount of contract $ 3477.20

Kind of work Grading & Paving

Section prefix 226 - 1066

Contract number 2639

Date of completion Aug. 31, 19 43

Estimated date of completion Aug. 31, 19 43

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 3417.55

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 372.72, 100 %

Date project was completed Aug. 31, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed work Tuesday Aug. 31, and the City Traffic Department installed the lighting system.

Completed the final records of this job to-day.

RECEIVED
SEP 7 - 1943

Signed Carl A. Peterson

Address 9200 SE McLoughlin, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.025	0.025			0.025
Miles partially completed					
Miles completed	0.025	0.025			0.025
Total estimated quantities	236	107			72 Tons
Estimated quantities moved or placed to date	236	107			72 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	I				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					I	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	3						3
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 2 ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	cloudy		
Tuesday	"		Completed to-day
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-120X 6M 4-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 16 1943
FOR FILING

DA-NI 7-1

August 27, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Enclosed herewith are three copies of maintenance agreement executed by the city officials of Portland and the State Highway Commission, covering the maintenance of street improvements at the intersections of N. W. Yeon Avenue and N. W. Nicolai Street and N. W. 23rd Avenue and N. W. Nicolai Street, Federal Access Road Project No. DA-NI-7 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

ms

Encl.

✓ cc Mr. J. W. Nash

RECEIVED
SEP 4 1943
FOR FILING

1A-NI 7

August 24, 1943

Mr. Will E. Gibson, City Auditor
City of Portland
Portland, Oregon

Attention: M. A. York, Deputy

Dear Sir:

I am sending you herewith two fully executed copies of an agreement between the City of Portland and the State Highway Commission covering maintenance of street improvements at the intersection of Nicolai Street with N.W. Yeon Avenue and N.W. 23rd Avenue, Portland.

These are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS:eb

Salem, Oregon
August 24, 1943

Mr. Oscar Cutler
OFFICE

I am handing you herewith four copies of an agreement between the State Highway Commission and the City of Portland covering maintenance of street improvements at the intersection of Nicolai Street with N.W. Yeon Avenue and N.W. 23rd Avenue. This was signed by the State Highway Commission on August 23, 1943.

Secretary

RS:eb

DA-NI 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 2 in reply to ours of July 29 concerning the installation of lights on the traffic islands being constructed as a part of Oregon DA-NI 7(1), the Yeon Ave.-Nicolai St. intersection.

As to pedestrian traffic, it has been our understanding that the pedestrian movement across Yeon Avenue was not excessively heavy at night.

While the recesses and conduits for future lighting were approved, this was considered necessary in order to eliminate the tearing up of the pavement at some future time, if and when lighting was installed. This is the same procedure as was carried out on the Front Avenue projects where islands, recesses and conduits were installed but where the lighting itself was disapproved.

In addition, there is a considerable quantity ofhighly critical materials required for this proposed work, the use of which does not seem to be justified in view of the present shortage of such materials.

Under the circumstances, we do not believe the installation at this time is justified as essential to the war effort, and are therefore not recommending approval.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
AUG 10 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
[illegible]

LD-N1 7

July 30, 1943

Edlefsen-Weygandt Company
P. O. Box 5626
Portland-3, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2639 which was awarded to you on July 7, 1943, by the State Highway Commission, covering grading and paving on the Yeon Avenue-Nicolai Street Access Road Project in Portland. This copy is for your records and files.

The surety in connection with your bond has already received a copy of this contract.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

WCC/eb

NOTED
RUTH SMITH

RECEIVED
JUL 9 1943
FOR FILING

DD-N1 7

July 8, 1943

Edlefsen-Weygandt Co.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2639, which was awarded to you by the State Highway Commission on July 7, 1943, covering 0.03 mile of street grading and paving on the Yeon Avenue-Nicolai Street Access Road Project in Portland, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

EB

By
Secretary

RECEIVED
JUL 9
FOR FILE

cc - S. H. Probert
C. S. Paxson

LP-N17

July 8, 1943

Edlefsen-Weygandt Co.
P.O. Box 5626
Portland 3, Oregon

Gentlemen:

The State Highway Commission on July 7th, 1943 awarded you the contract for 0.03 mile of street grading and paving on the Yeon Avenue-Nicolai Street Road Project in Portland, Multnomah County. This award was based on your low bid of $3,477.20, submitted on above mentioned date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

DA-NI 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-NI 7, Yeon Avenue-Nicolai Street (Portland) Access Road, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 8 - 1943
OREGON
STATE HIGHWAY COMMISSION

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 28, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon DA-NI 7(1), the Yeon Avenue-Nicolai Street (Portland) Section, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award of contract with be withhold pending approval of the project preference rating.

Copies of town resolution should be forwarded with the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
JUN 29 1943
OREGON
STATE HIGHWAY COMMISSION

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NOV 8 1943
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June 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 for the Yeon Avenue-Nicolai Street (Portland) Section, Project No. DA-WI 7 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. [illegible]/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-MI 7 (1)

YEON AVE.-NICOLAI ST. (PORTLAND)

ACCESS ROAD PROJECT IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 26, 1943

All Required	Preliminary Engineering		$ 250.00
All Required	Lands, Rights of Way, Easements, Etc.		200.00

CONSTRUCTION

All	Required	Clearing and Grubbing		200.00
All	Required	Salvaging and Reinstalling Fence		200.00
20	cu. yds.	Structural Excavation, Unclassified	$ 5.00	100.00
220	cu. yds.	General Excavation, Unclassified	2.50	550.00
55	lin. ft.	8" Sewer Pipe	1.50	82.50
28	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	42.00
2	only	Concrete Inlets	40.00	80.00
1	only	Concrete Manhole	200.00	200.00
8	cu. yds.	Concrete Curbs	35.00	280.00
50	sq. yds.	Concrete Walks	2.00	100.00
14	cu. yds.	Traffic Islands	35.00	490.00
170	lin. ft.	1" Electrical Conduit	1.00	170.00
90	cu. yds.	3" - 0" Screened Gravel in Base	2.50	225.00
25	cu. yds.	1½" - 0" Crushed Material in Base	3.50	87.50
75	tons	Class "B" Asphaltic Concrete	8.00	600.00
			Subtotal	$ 3,407.00
			10% Engr. & Cont.	340.70
			Total	$ 3,747.70

Length	.024 mile
Cost per mile	$156,141.66

Federal Access Funds Requested:

Preliminary Engineering	$ 250.00
Lands, Rights of Way, Easements, Etc.	200.00
Construction	3,747.70
	$ 4,197.70

[illegible] AVE.-NICOLAI ST. SECTION

PROJECT NO. DA-MI 7 (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

June 26, 1943

FR 46

Yeon Ave.-Nicolai St. Section

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 15, 1943

State Oregon

Completion Date (Est.) August 31, 1943

Project No. DA-WR 7 (1)

Estimated Total Cost Roadway $ 3,747.70

Length: Miles .03

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	70	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	350	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	2,900	8	Structural steel	Lb.	30
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

FA 66 (1)
[illegible] - Nicolai St [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 15 1945   State Oregon

Completion Date (Est.) Aug 31 1945   Project No. DA-NI 711

Estimated Total Cost Rdwy $ 3747.70   Length: Miles .03

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	70	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	350	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	2900	8	Structural steel	Lb.	30
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith is copy of Form PR 101, showing estimate of material requirements for CMP authorization for Oregon Project DA-NI 7, Nicolai Street Access Road in Portland.

The form was prepared in this office to accompany Form PR.1-PA application for the project, submitted with Mr. Probert's letter of June 25. This application was received without a number and we accordingly designated it as No. 50. Traffic service was also not shown, and we inserted the following from our records:

Year	Average Daily Volume	Trucks & Busses Volume	Peak Hour		Heaviest Daily
			Volume	Frequency	Weight
1943	3500	700	700	Once Daily	60000

We are today forwarding the application with favorable recommendation and request for early issuance of the rating order. Please expedite the P.S.& E. documents.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

Copy sent to Chapman

RECEIVED
28 '43

47

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Statement of Materials and Employment
(To accompany Final Inspection Report)

Date Started August 16, 1943 State *Oregon* 026-1066

Date Completed August 30, 1943 Project No. [illegible] 7 (1)

Materials Purchased for Roadway

Total Cost Roadway $ 3,000.00 Length: Miles 0.025

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	45	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	372	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	1,000	8	Structural steel	Lb.	
4	Lumber	M.		9	Petroleum prod.	Gal.	183
5	Timber piling	Lft.		10	Explosives	Lb.	

Materials Purchased for Bridges over 20 ft. span

No. of Bridges____ Total Cost Bridges $____ Length: Miles____

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		9	Petroleum prod.	Gal.	
5	Timber piling	Lft.		10	Explosives	Lb.	

Employment

Classification of Labor	Total Employment as Reported Pay rolls and Form Emp. 200	
	Man-Hours (nearest man-hours)	Wages Paid (nearest dollar)
1. Executive, Administrative and Supervisory	96	$ 150.00
2. Skilled	164	248.00
3. Intermediate Grade	166	226.00
4. Unskilled	279	314.00
Total	705	$ 938.00

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OCT 6 1943
FOR FILING

DA-NI 7

June 25, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accordance with the request of Mr. Canfield, we are sending herewith "Application for Program Approval and Preference Rating" for the Nicolai Street Access Road Project, Project DA-NI 7.

The project is being advertised for bids to be received on July 7, with the understanding that no award of contract will be made unless, and until, the application has received approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EE

Encl.

June 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

The enclosed signed copies of sheet 6 of PR-1-PA for the Yeon-Nicolai Access Road Project are to be substituted for unsigned sheets sent to you on June 25.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Enc.

Const
Projects
Access Roads

May 3rd, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In connection with the improvement of access in the vicinity of the Willamette Iron & Steel Company, the City has requested that we reconsider the improvement at the intersection of 23rd, Nicolai and Yeon Avenue and have submitted a print, which we believe will reduce the right of way costs to reasonable proportions.

The city officials report that a serious congestion exists at this point due to the rerouting of the shipyard busses, and I, therefore, recommend that this be approved as an access project.

I am attaching one print and three copies of the estimate of cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: E. G. Smith

N.W. YEON, NICOLAI AND 23RD STREETS
PORTLAND

Sheet 3
April 26th, 1943

Item No.	Item	Quantity	Unit Price	Amount
1	Removal of Conc. Curbs	350 lin. ft.	$0.15	$53.00
2	" " Belgian Block Pavement Replace Belgian Block Pvt.	8 sq. yds.	2.50	20.00
3	Remove Catch Inlets	2	10.00	20.00
4	" Conc. Sidewalks	60 sq. yds.	0.50	30.00
5	Trench Excavation	30 cu. yds.	3.00	90.00
6	General "	220 " "	2.50	550.00
7	Const. Concrete Catch Inlet	1	35.00	35.00
8	" " Curbs and Islands	30 " "	35.00	1,050.00
9	" " Sidewalks	115 sq. yds.	2.00	230.00
10	" " Manhole	1	200.00	200.00
11	Install 6" Sewer Pipe	5 lin. ft.	1.25	6.00
12	Pit Run Gravel in Base	100 cu. yds.	2.50	250.00
13	Crushed Rock in Level. Course	25 " "	3.50	88.00
14	Class "B" Asphalt	80 tons	8.00	640.00
15	Flood Lighting, Conduits etc.			250.00
	Total			$3,512.00
	Engineering & Contingencies			338.00
				$3,850.00
16	Cover Belgian Block Pavement with 2" of Asphaltic Concrete	120 tons	8.00	$960.00

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

NOTED
Highway Engineer

Dear Sir:

Reference is made to your two letters of March 29 and Mr. Paxson's letter of March 10 regarding the access facilities in connection with the Willamette Iron and Steel Corporation of Portland, certified project DA-NI-7.

The plan submitted as your drawing No. 7825 is approved, and you are authorized to advertise on that basis, except that steps should be provided on the west side of Front Avenue to permit people to reach the parking lot in that area. Steps are considered satisfactory instead of a ramp because the period during which they will be used will mean that people will be walking down rather than up. It is considered satisfactory for the present to abandon any plans for the second pedestrian overcrossing over Front Avenue until we have had an opportunity to observe how the Nicolai Street overcrossing is used.

The relocation of the Nicolai Street overcrossing, estimated to cost $3,300 more than the one covered by Sketch No. 7825, cannot be justified, in the opinion of this office. The 23rd Street extension, likewise, due to excessive right-of-way costs, should be abandoned for the present.

Very truly yours,

W H Lynch

W. H. LINCH
District Engineer

RECEIVED
APR 17 1943
STATE HIGHWAY COMMISSION

DA-NI 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

We have been notified that the project statement for Oregon DA-NI-7, Willamette Iron and Steel shipyards access facilities, was formally certified by the Navy Department and approved by the Commissioner of Public Roads February 9, 1943. This office is prepared to authorize advertisement on receipt of satisfactory P.S. and E. and right of entry with respect to rights of way not acquired.

In our letter of January 29 you were furnished copies of the project statement, preliminary report and sketch map in connection with this project. It is understood that a conference is to be held February 17 to discuss this project with the shipyard officials further.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

REFERRED TO
By Chief Engineer

RECEIVED
[illegible] 15 1943
STATE HIGHWAY COMMISSION

1943
Coos River
2640 Maint. - Ferries - Enegren

DA-NR 12 (1) North Bend Airport Access Road
North Bend 1943

#2641

RECEIVED
NOV 20 1944
FOR FILING

DA-NR 12(1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 12, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to progress voucher for Oregon Project DA-NR 12(1), access roads to the North Bend Airport, received with your letter of November 9, 1943.

Will you please send us customary copies of the contract under which the construction is being carried on, so we will be in a position to act on the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis
T. M. DAVIS
Senior Highway Engineer

RECEIVED
[illegible] 1943

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MAR 24 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1944

DA-NR 12-1

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1584	2641	4-Final	Newport Constr. co.	1,213.94	252445	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCEPTED? Yes

Noted - D.J.
3/23/44

ACCOUNTING DIVISION

By ________
Bookkeeping Dept.

OK to release warrants

Approved ________
Secretary

RECEIVED
JAN 10 1944
FOR FILING

[illegible]

January 8, 1944

Maryland Casualty Company
Hansen & Rowland, Inc., Agent
406 Title & Trust Building
Portland (4), Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2641, for work on the North Bend Airport Access Road in Coos County, has been completed by the contractor, Newport Construction Co., and that final payment in the amount of $1,213.94 will be made on or after January 18, 1944.

That state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $41,565.56 and that no force account work was performed therein. This contract was completed on November 1, 1943 and accepted by the Commission on December 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

NOTED
RUTH SMITH

RECEIVED
JAN 7 1944
FOR FILING

DA-N.R 12-1

January 3, 1944

Newport Construction Co.
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 23, 1943, granted you the extension of time requested, from October 31, 1943 to November 1, 1943, without penalty, in connection with contract No. 2641 for grading and paving on the North Bend Airport Access Road in Coos County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By , Secretary

AO

cc - K. D. Lytle

DA-NR 12-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 12(1), North Bend Airport Access Road, was made by a representative of this office on November 29, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 8 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 23 1943
FOR FILING

DA-NR 12-1

November 22nd, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Newport Construction Company on Contract No. 2641, DA-NR 12 (1), North Bend Airport Access Road. The specified date of completion was October 31st, 1943, and the actual date of completion was November 1st, 1943.

The reason for the failure to complete the contract within the time limit was due to the request of the Naval authorities that the contractor give preference to their project, and consequently he was able to work on the access road only at intervals when his equipment was not being used on the airport.

The extension is, therefore, recommended without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

R

cc to: H. G. Smith

Form E-1—5M—6-43

LP-NB 12-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 13, 1943

Section North Bend Airport

Kind of work Grading, Surfacing & Paving

Highway Access Road

Section prefix 206-1027

Contractor Newport Const. Co.

Contract number 2641

Date of contract August 14, 1943

Date of completion October 30, 1943

Date work started A ugust 9, 1943

Estimated date of completion November 1, 1943

Amount of contract $ 43,842.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ ~~41,755.50~~ 41,647.61

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2730.64, 6.227 %

Date project was completed November 1, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final was finished and taken to the Division Office in Roseburg Monday.

NOV 15 1943

NOTED
E. M. BOOTH

Signed J. C. Chapman
J. C. Chapman

Address Myrtle Creek, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40			0.40
Miles partially completed					
Miles completed	0.40	0.40			0.40
Total estimated quantities	10,500 CY	5,300 CY			1,000 Tons
Estimated quantities moved or placed to date	10,326	4,916			998 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

/

Stencil No. 12

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OCT 21 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 12-1

October 19, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 12(1)
Naval Auxiliary Air Station
in North Bend

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 20 1943
STATE HIGHWAY COMMISSION

Wayfe 18449.

Form P. R. 2
State Oregon
Project No. DA-ER 12(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of Sept, 1943

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941;

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of June 19 43; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-eight thousand, five hundred twenty-six and 00/100 dollars ($48,526.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

11110

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 on Maple Street, at the south boundary of the North Bend Airport, and survey station 31+25.1, on Virginia Avenue at Broadway (excepting therefrom the portion between survey stations 0+95.7 and 19+62.9)

, length 0.401 of a mile~~s~~, in Coos County, being ~~Section~~ ~~six~~ Oregon Defense Access project No. DA-WR 12(1) consisting of 0.401 of a mile~~s~~ of roadway and no bridges ~~each~~ of more than 20 feet clear span. ~~[illegible]~~.

16—11379 GPO

717115

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] ---------- [redacted] said project shall not in any event exceed the sum of forty-eight thousand, five hundred twenty-six and 00/100 dollars ($48,526.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] ---------- is ---------- [redacted] the approved total estimated cost of [redacted] ---------- [redacted] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8-9-43

117113

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [illegible]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of OCT 1 - 1943, 19__

[illegible]

By

Chairman, State Highway Commission

By

Member, State Highway Commission

By

Member, State Highway Commission

By

(Title of officer)

By

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By

Acting Commissioner of Public Roads.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Form PR. 9—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR 12(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $18,526.00 as the total estimated cost of said project, and the sum of $18,526.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and OCT 1 - 1943

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

117113

RECEIVED
SEP 27 1943
FOR FILING

LA-NR 12-1

September 23, 1943

Newport Construction Company
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2641, which was awarded to you on August 14, 1943, by the State Highway Commission, covering 0.40 mile of grading and paving on the North Bend Airport Access Road Project in North Bend, in Coos County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

EB

Secretary

8-9-43

RECEIVED
SEP 16 1943
FOR FILING

DA-NR 12-1

September 14, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the North Bend Airport Access Road, Project No. DA-NR 12 (1).

Likewise, are enclosed three copies of right of way statement, which were requested in your letter of September 2, 1943, transmitting the project agreement papers.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NR 12(1), Access Road to the North Bend Airport.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

A clear right of way certificate has not been received for this project. Please forward the usual right of way statement to complete the record.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
SEP 3 - 1943
OREGON
STATE HIGHWAY COMMISSION

Jra

NORTH BEND AIRPORT ACCESS ROAD

PROJECT NO. DA-WR 12 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 14, 1943

In files

RECEIVED
SEP 10 1943
[illegible]

DA-NR 12-1

September 9, 1943

Newport Construction Company
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

We are enclosing, herewith, a fully executed copy of a contract agreement between the State Highway Commission and the Newport Construction Company, covering the rental of three tractors, two scrapers, one angledozer, and one shovel to the Newport Construction Company for use on the North Bend Access Road. This copy is for your records and files.

A copy is also being forwarded to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:RB

September 9, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc. of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

I am enclosing, herewith, a fully executed copy of a contract agreement between the State Highway Commission and the Newport Construction Company, covering rental of three tractors, two scrapers, one angledozer, and one shovel, to the Newport Construction Company for use on the North Bend Access Road.

This copy is being forwarded to you for your records and files, inasmuch as you appear as surety on the bond of the Newport Construction Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

Salem, Oregon
September 9, 1943

Equipment rental to
Newport Const. Co.

Mr. C. B. McCullough
Assistant State Highway Engineer

I am enclosing, herewith, a fully executed copy of a contract agreement between the State Highway Commission and the Newport Construction Company, covering rental of three tractors, two scrapers, one angledozer, and one shovel, to the above company, for use on the North Bend Access Road.

I have retained one executed copy for the Commission's records and files, and have forwarded an executed copy to the Newport Construction Company, and to the surety on the company's bond.

Secretary

HBG:RS

RECEIVED
SEP 1 1943
FOR FILING

DA-NR 12-1

September 1, 1943

Newport Construction Company
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

This acknowledges receipt of four executed copies of your contract No. 2641, for the North Bend Airport Access Road, in Coos County. However, we note that the contract and bond have not been signed by the Secretary of the company, as required by the State Highway Commission. Neither has the corporate seal been affixed to the contract and bond.

We are, therefore, returning all four copies of the contract by express, today, and request that you kindly complete the signatures in accordance with the attached "instructions."

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

RECEIVED
AUG 18 1943
FOR FILING

DA-NR 12-1

August 17, 1943

Newport Construction Company,
7031 N. E. Halsey St.,
Portland, Oregon.

Gentlemen:

We are sending you today by express four copies of contract No. 2641 awarded to you by the State Highway Commission on August 14, 1943, covering grading and paving on the North Bend Airport Access Road in Coos County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workman's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

RECEIVED
SEP 9 1943
FOR FILING

LA-NP-12-1

AGENDA
AUG 23 1943

2b

August 14, 1943

Newport Construction Company
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 0.40 mile of grading and paving on the North Bend Airport Access Road in North Bend, Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

cc - S. H. Probert
G. S. Paxson

Cont confirmed
$43,842.50 contract price

M

5-28-13

#2641

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, AUGUST 14, 1943

NEWPORT CONSTRUCTION CO.
8031 N. E. HALSEY
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING AND PAVING NORTH BEND AIRPORT ACCESS ROAD PROJECT, NORTH BEND, COOS COUNTY. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Files

5-38-12

RECEIVED
AUG 18 1943
FOR FILING

#2641

DA-NR 12-1

August 14, 1943

Newport Construction Company
7031 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 0.40 mile of grading and paving on the North Bend Airport Access Road in North Bend, Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - S. H. Probert
G. S. Paxson

5-23-8

ZA-NR-12

Salem, Oregon
August 14, 1943

R 10958

Mr. J. M. Devers

Attention: Mr. A. B. Kneass

Dear Sir:

I am returning, herewith, assignment of easement whereby the State Highway Commission assigns to the City of North Bend a certain easement heretofor granted to the state by Yogoro Kaneko. This has been signed by the State Highway Commission.

Very truly yours,

Secretary

HBG:rw
Enc.1

S-23-B

FORM [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1943.

Subject: File No. R 10958

To: Mr. H. B. Glaisyer,
Secretary,
Office.

Dear Sir:

Herewith we hand you assignment of easement for execution by the State Highway Commission. This document covers a slope easement on property in Lots 12 and 13, Block 2 of the Bank Addition to the City of North Bend. The original easement was granted to the State of Oregon and it should have been granted to the City of North Bend which was acquiring all of the necessary right of way for the North Bend airport.

When this assignment has been executed by the Commission will you kindly return it to this office.

Yours very truly,

J. M. DEVERS

By A B Kneass
A. B. KNEASS

ABK:TT
Enc.

Mr. Kneass

[illegible] sign

5-23-13 1

[illegible] AUG 13 [illegible]
FOR FILING

A4-NK 12

August 13, 1943

City Council
City of North Bend
North Bend, Oregon

Gentlemen:

I am sending to you, herewith, for your records and files a fully executed copy of an agreement between the City of North Bend and the State Highway Commission relative to the maintenance of the North Bend [illegible] Road.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBC:rw
Encl.

5-23-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED AUG 16 194
FOR FILING

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1201

031

SYMBOLS

DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR145 LG=PORTLAND ORG 13 1252P

1943 AUG 13 PM 1 05

R H BALDOCK=
STATE HIGHWAY ENGINEER=

DA-NR-12

REURTEL AND PS&E AUGUST 9 OREGON DA-NR-12 YOU ARE HEREBY AUTHORIZED TO SUBCONTRACT ALL WORK ON UNIT PRICE BASIS TO NEWPORT CONSTRUCTION COMPANY=

LYNCH

9 DA-NR-12 (1

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:G

-327
DA-NR-12(1)

5-22-2

RECEIVED
AUG 19 1943
FOR FILING

DA-NR-12-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 10, 1943

SUBJECT: North Bend Access Road

To:

S. H. Probert
Office Engineer

Dear Sir:

Work was started on the North Bend Access Road yesterday, August 9, 1943, Mr. Chapman advises. We have no forms #233 in this office. Will you please make one up and send to Lynch.

Will you please advise the construction prefix number on this job.

Very truly yours,

KDLytle
K. D. LYTLE
Division Engineer

KDL:G

DA-NR-12(1)

5-22-R

FA-NA-12

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☒	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 9, 1943

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

CONNECTION WITH NORTH BEND AIRPORT ACCESS ROAD PROJECT WHICH WE ARE AUTHORIZED TO CONSTRUCT FOR FEDERAL GOVERNMENT ON STATE FORCE BASIS WE DESIRE YOUR CONCURRENCE IN SUBCONTRACTING ALL CONSTRUCTION WORK TO NEWPORT CONSTRUCTION COMPANY ON UNIT PRICE BASIS AT ESTIMATED TOTAL COST OF $43,842.50. ADDING $300 FOR PRELIMINARY ENGINEERING AND TEN PER CENT FOR ENGINEERING AND CONTINGENCIES WILL REQUIRE TOTAL OF $48,526 OF FEDERAL FUNDS. SPECIFICATIONS AND REVISED ESTIMATE FOLLOWING BY MAIL.

R. H. BALDOCK

5-22-2

w

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 12

August 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our conversation on July 28 relative to the construction with State forces of Oregon DA-NR 12, the Access Road to the North Bend Naval Airport.

You are hereby authorized to proceed with the construction of this project with State day labor.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
AUG 3 - 1943
OREGON
STATE HIGHWAY COMMISSION

5-23-13

RECEIVED
[illegible]
FOR FILE

DA-NR 12

July 31, 1943.

Mr. Ross Newport,
6176 S. E. Taylor Court,
Portland, Ore.

Dear Sir:

In answer to your telephone conversation of this date, please find enclosed a tabulation of the unit prices and estimated quantities for the North Bend Airport Access Road as per our conversation of this date. Enclosed also is a list of the equipment which can be furnished by the State Highway Department to you for this project, together with the monthly rental rates.

Any arrangement to be made must have the approval of the Public Roads Administration and the Highway Commission.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

5-23-13

NORTH BEND AIRPORT ACCESS ROAD PROJECT

IN COOS COUNTY

PROJECT NO. DA-WR 12 (1)

Bids Received July 7,1943

.401 Mile of Grading and Paving

All Specified	Clearing and Grubbing		$ 2,000.00
230 Cu. Yds.	Structural Excavation, Unclassified	$ 3.00	690.00
10,500 Cu. Yds.	General Excavation, Unclassified	.75	7,875.00
12,600 Yd.Stas.	Short Overhaul	.02	258.00
30 C-yd.stas.	Long overhaul	.50	15.00
170 lin. ft.	Rounding Cutbanks	.20	34.00
0.40 Mile	Finishing Roadbed & Slopes	600.00	240.00
750 cu.yds.	Excavating & Placing Topsoil	2.00	1,500.00
940 lin. ft.	8-inch Perforated Concrete Drain Pipe	1.00	940.00
100 lin. ft.	12-inch Concrete Pipe	2.00	200.00
60 lin. ft.	18-inch Concrete Pipe	3.00	180.00
200 cu.yds.	Rock or Gravel Backfill in Drains	4.50	900.00
4,500 cu.yds.	3" - 0" Material in Base	3.50	15,750.00
800 cu.yds.	3/4" - 0" Material in Leveling Course and Shoulders	4.00	3,200.00
270 Cu. Yds.	Filler	.75	202.50
270 Yd.Mi.	Hauling Filler	.20	54.00
270 M-Gals.	Sprinkling	3.00	810.00
700 tons	Class "B" Asphaltic Concrete	9.00	6,300.00
300 tons	Class "C" Asphaltic Concrete	9.00	2,700.00
		Total	$ 43, 842.50

EHC/M
7/31/43

5-23-13

Equipment and Rental Rates for Equipment to be furnished on rental basis by State Highway Department

2 RD 8 Tractors	at	$ 600.00	per month	$1,200.00
1 12 C.Y. Scraper	"	350.00	" "	350.00
1 Dozer	"	100.00	" "	100.00
1 - ½ C.Y. Shovel	"	350.00	" "	350.00
1 Motor Patrol	"	350.00	" "	350.00
		Total Per Month		$2,350.00

EHC/ll

7/31/43

8-9-43

5-23-5

Salem, Oregon
July 9, 1943

Maintenance Agreement -
City of North Bend

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith are six copies of an agreement executed by the city authorities of North Bend by which the City of North Bend agrees to maintain the proposed Federal Access Project No. DA-WR 12 (1), which would connect the Cape Arago Secondary Highway from Broadway Street westerly and northerly to the south boundary of the North Bend Airport.

Bids were opened on this project at the Commission meeting on the 7th, and the bid was rejected. However, I presume that bids will be called on this project at the next meeting of the Commission, and in the event that an award is made this agreement should be executed by the Commission.

After the Commission has executed the agreement, please retain one copy for your files and return the other five copies to me for transmittal to the Public Roads Administration and a copy to the city authorities.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

6-9-43

FORM E-123E 6M 4-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NR 12

July 9, 1943

~~Mr. H. E. Lynch~~
~~District Engineer~~
~~Public Roads Administration~~
~~Post Office Box 3900~~
~~Portland 8, Oregon~~

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of a resolution relative to traffic and encroachments for the North Bend Airport Access Road Project, Project No. DA-NR 12 (1).

Bids were opened on this project at the Commission meeting on the 7th, but were rejected. I presume, however, that bids will be called at the next meeting of the Commission, and if a successful bid is received I presume the contract will be awarded. Therefore, I am sending these forms to you.

An agreement was signed by the city authorities relative to the maintenance of this project, and after they have been signed by the Commission the three copies of the agreement will be sent your office for your records.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

✓ Copy for Mr. J. W. Nash

Fron

5-23-76

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN STREETS OR ROADS IMPROVED BY THE OREGON STATE HIGHWAY COMMISSION AS A PART OF THE FEDERAL ACCESS ROAD PROJECT SYSTEM UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

7-7-43

The City of North Bend, State of Oregon, hereinafter referred to as the City, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will improve a Federal Access Road Project located on Maple Street from the north line of Montana Avenue northerly to the south boundary of the North Bend Airport, and on Virginia Avenue and Maple Street extending from the west boundary of Broadway westerly and northerly to the south line of California Avenue on Maple Street, in the City of North Bend, Coos County, Oregon, and to be designated as Oregon Project DA-NR 12 (1), and will improve said section of city street or streets with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto, or with funds under the authority of the State Highway Commission, or with county funds or city funds; subject, however, to the condition that the City shall provide for its proper maintenance after completion of the improvement.

2. That the said City hereby requests the Highway Department to improve the aforementioned project and agrees that if such project is approved and constructed by the Highway Department, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to the State Highway Commission or its authorized representatives and will make such provision each year for such maintenance.

3. That the said City hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

8-9-43

5-9-43

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the City on the 7th day of July, 1943, and the Highway Department on the 9th day of August, 1943.

Attest:

Edward Sandine
City Recorder

CITY OF NORTH BEND

By Mayor

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
As Chairman

By ______________
As Commissioner

By M R Chessman
As Commissioner

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest:

H B Glaisyer Jr
Secretary

7-7-43

5-23-B
(1943)

RESOLUTION

7-7-43

WHEREAS, a section of Maple Street extending from the north line of Montana Avenue northerly to the south boundary of the North Bend Airport, and a section of Virginia Avenue and Maple Street extending from the west line of Broadway westerly and northerly to the south line of California Avenue, are streets and sections of streets in the incorporated area of the City of North Bend which have been officially adopted by the State Highway Commission and the Public Roads Administration of the Federal Works Agency of the United States as streets or sections of streets which are eligible for improvement with Federal Access Road Project funds,

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Access Road Project funds for the improvement of said streets or sections of streets,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said streets or sections of streets until and unless the said City of North Bend will guarantee by resolution officially adopted by the City Council of said City that no encroachments will be permitted upon the right of way of said streets or sections of said streets within the incorporated limits of said City which will permanently obstruct or interfere with the free and convenient flow of traffic over said streets or sections of said streets through said City; and will so regulate the parking of vehicles on said streets or sections of said streets that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said streets or sections of said streets, nor impose any regulations of traffic which will operate to discriminate against traffic upon said streets or sections of said streets by giving undue preference to traffic upon other intersecting streets or avenues.

7-7-43

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of North Bend, Coos County, Oregon, that no encroachments will be permitted on Maple Street from the north boundary of Montana Avenue northerly to the south boundary of the North Bend Airport, and on Virginia Avenue and Maple Street extending from the west line of Broadway westerly and northerly on Maple Street to the south boundary of California Avenue, which will permanently or unduly interfere with the free and convenient flow of traffic along said streets or sections of said streets; and will so regulate the parking of vehicles along said streets or sections of said streets as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said streets or sections of said streets, nor impose any regulation of traffic upon said streets or sections of said streets which shall unduly discriminate against traffic upon said streets or sections of said streets by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said streets or sections of said streets for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of North Bend, Coos County, Oregon, this 7th day of July, 1943.

Attest:

Edward Sandine
City Recorder

Mayor

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of North Bend, Coos County, Oregon, on the 7th day of July, 1943, at the regular or adjourned special meeting of said Common Council.

Dated this 7th day of July, 1943.

Edward Sandine
City Recorder

S-23-78

DA-NR-12(1)

RESOLUTION

7-7-43

WHEREAS, a section of Maple Street extending from the north boundary of Montana Avenue northerly to the south boundary of the North Bend Airport, and a section of Virginia Avenue and Maple Street extending from the west boundary of Broadway westerly and northerly to the south boundary of California Avenue on Maple Street, are a part of the city street system of the City of North Bend, Coos County, Oregon, a municipal corporation, and the said streets or sections of said streets are a part of a route officially adopted by the State Highway Commission for improvement with Federal Access Road Project funds,

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Access Road Project funds for the improvement of said streets or sections of said streets,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the said streets or sections of said streets, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

> Description of center line grade: Beginning at grade elevation 13.792 at the intersection of the center line of Maple Street with the south boundary of the North Bend Airport; thence to elevation 13.907 at the intersection of the center line of Maple Street with the center line of Florida Avenue; thence to elevation 13.50 at a point in the center line of Maple Street approximately 16 feet south of the south boundary of Montana Avenue.

7/7/43

> Also, beginning at grade elevation 28.14 at a point in the center line of Maple Street approximately six feet north of the south boundary of California Avenue; thence on a 460-foot vertical grade curve to elevation 30.495 at a point in the center line of the proposed connection between Virginia Avenue and Maple Street approximately 158.7 feet northerly and westerly from the intersection of the center line of Virginia Avenue with the center line of Madrona Avenue; thence to elevation 23.972 at a point in the center line of Madrona Avenue and Virginia Avenue; thence to elevation 23.415 at a point in the center line of Virginia Avenue approximately 25.9 feet easterly from the intersection of Virginia Avenue with Madrona Avenue; thence on a 500-foot vertical grade curve to elevation 19.456 at the intersection of the center line of Virginia Avenue with the center line of Myrtle Avenue; thence continuing on a 500-foot vertical grade curve to elevation 19.48 at a point in the center line of Virginia Avenue approximately 22 feet westerly from the west boundary of Broadway; thence to elevation 19.60 at a point approximately 10 feet easterly from the west boundary of Broadway and in the center line of Virginia Avenue.

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931; and Chapter 529, Oregon Laws 1939; it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of North Bend, Coos County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the streets or sections of streets as described herein, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the City, said grades being as follows, to wit:

> Description of center line grade: Beginning at grade elevation 13.792 at the intersection of the center line of Maple Street with the south boundary of the North Bend Airport; thence to elevation 13.907 at the intersection of the center line of Maple Street with the center line of Florida Avenue; thence to elevation 13.50 at a point in the center line of Maple Street approximately 16 feet south of the south boundary of Montana Avenue.

Also, beginning at grade elevation 28.14 at a point in the center line of Maple Street approximately six feet north of the south boundary of California Avenue; thence on a 460-foot vertical grade curve to elevation 30.495 at a point in the center line of the proposed connection between Virginia Avenue and Maple Street approximately 158.7 feet northerly and westerly from the intersection of the center line of Virginia Avenue with the center line of Madrona Avenue; thence to elevation 23.972 at a point in the center line of Madrona Avenue and Virginia Avenue; thence to elevation 23.415 at a point in the center line of Virginia Avenue approximately 25.9 feet easterly from the intersection of Virginia Avenue with Madrona Avenue; thence on a 500-foot vertical grade curve to elevation 19.456 at the intersection of the center line of Virginia Avenue with the center line of Myrtle Avenue; thence continuing on a 500-foot vertical grade curve to elevation 19.48 at a point in the center line of Virginia Avenue approximately 22 feet westerly from the west boundary of Broadway; thence to elevation 19.60 at a point approximately 10 feet easterly from the west boundary of Broadway and in the center line of Virginia Avenue;

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, and/or repair the said streets or sections of said streets in accordance with said grade changes.

Passed by the Common Council of the City of North Bend, Coos County, Oregon, this 7th day of July, 1943.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, and/or repair.

Attest:

Edward Sandine
City Recorder

Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of North Bend, Coos County, Oregon, on the 7th day of July, 1943, at the ~~regular~~ or ~~special~~ adjourned meeting of said Common Council.

Dated this 7th day of July, 1943.

Edward Sandine
City Recorder

July 2, 1943

Mr. Edward Sandine
City Recorder
North Bend, Oregon

Dear Mr. Sandine:

We are enclosing four copies of a grade resolution required in connection with the proposed reconstruction of Virginia Avenue from Broadway westerly and northerly to the south line of California Avenue and on Maple Street from Madrona Avenue to the south boundary of the North Bend Airport. We are also enclosing six copies of a resolution relative to encroachments and traffic required by the Federal Government where federal funds are being expended upon city streets, and six copies of an agreement form relative to the maintenance of the proposed improvement. This agreement provides that the city will maintain the project after it is completed.

We are also enclosing a blueprint set of the plans for the proposed project for the city's records, and I would request that the plans, resolutions and agreement be taken up with the city officials for their consideration and approval.

The Highway Commission expects to open bids on Wednesday, July 7, for the construction of this project, and if satisfactory bids are received desires to make the award. However, it has been a requirement of the Federal Government that the resolution relative to traffic and encroachments, the resolution relative to grades, and the agreement be approved and executed by the city before the contract could be awarded. Due to the urgency of this particular project, this procedure is being waived to the extent that pending the next official meeting of the City Council if a letter of tentative approval signed by the City Recorder or Mayor is received stating that there are no objections to the plans and no objections to the resolutions and maintenance agreement, the award will be made. However, if there are any objections a contract will not be awarded until an agreement is reached.

With regard to the resolution relative to traffic and encroachments, after the resolution is approved and executed by the proper officials, five copies should be mailed to the Oregon State

Highway Commission, attention of Oscar Cutler, and one copy retained for the city's records.

With regard to the grade resolution, all copies should be executed, one copy retained for the city's records, and three copies mailed to Salem.

With regard to the maintenance agreement, all six copies should be executed by the Mayor and Recorder and forwarded to Salem, attention of Oscar Cutler, and after they have been executed by the Commission one copy will be returned to the city for the city's records.

Thanking you in advance for the trouble required in getting these resolutions approved, I remain,

Sincerely yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

DA-NR 12

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NR-12(1), the North Bend Airport Access Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld pending approval of the PR.1-PA. Also pending the securing of the necessary Right of Way or Right of Entry with respect to such Right of Way not acquired.

Copies of the town resolution relative to encroachments should be submitted with the project agreement estimate.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 1 - 1943
[illegible]
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 12

May 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On May 19 we advised you of the certification and approval of Oregon DA-NR 12, North Bend Air Station Access Road. That letter was predicated upon an erroneous wire, a correct confirmation of which has now been received. The closing part of the first sentence should be corrected to read "* * * with the understanding that North Bend will furnish the right of way. It will be satisfactory to provide the necessary connection at the gate house."

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

~~REFERRED TO~~
~~Probitt~~
~~by Chief Engineer~~

Copy sent to Probert

RECEIVED
MAY 27 1943
STATE HIGHWAY COMMISSION

DA-NR 12

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that the project statement for Oregon DA-NR 12, North Bend Air Station Access Road, was certified by the Navy Department and approved by the Commissioner on May 13, with the understanding that North Bend will furnish right of way to provide the necessary connections at the gate house. Now that certification has been completed, you are authorized to proceed with advertising when satisfactory P.S.& E. have been received and you have secured right of entry with respect to any rights of way not acquired.

We will be unable to concur in award until we have received approval of the PR.1-PA, your Application No. 44, submitted with your letter of April 30. Receipt of such approval is, however, anticipated prior to receipt of bids. Please note the comment in our May 1 reply to that letter requesting a revised Form PR-101 when the P.S.& E. estimate is available.

One copy each of the project statement and sketch map were forwarded to you with our April 27 letter.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 20 1943
[illegible] COMMISSION

Copy sent to Project.

DA-WC 30(1) Monmouth-Pe
Bridgepor
#2643 Dalla

DA-WC 30(1) Monmouth-Pedee Sec., 1943
Bridgeport-Monmouth Co. Rd. &
#2642 Dallas-Kings Valley Secon.

RECEIVED
NOV 29 1946
FOR FILING

DA-WC 30 (1)

November 19, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 13, 1946, we are enclosing copies of excerpts from the minutes of the Highway Commission meetings of April 7, 1943, and November 14, 1944, covering time extensions for contracts number [illegible] and 2642 respectively, for work on Project No. DA-WC 30 (1).

Your inquiry concerning test reports for asphalt used on this project has been referred to our testing department for reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:[illegible]

Encl.

RECEIVED
NOV 27 1946
FOR FILING

DA-WC 30-1

November 19, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 13, 1946, we are enclosing copies of excerpts from the minutes of the Highway Commission meetings of April 7, 1943, and November 14, 1944, covering time extensions for contracts number [illegible] and 2642 respectively, for work on Project No. DA-WC 30 (1).

Your inquiry concerning test reports for asphalt used on this project has been referred to our testing department for reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:[illegible]

Encl.

EXCERPT FROM MINUTES OF MEETING ON APRIL 7, 1943
OF THE OREGON STATE HIGHWAY COMMISSION

Averill & Corbin, contract No. 2565, for construction of a bridge over the Luckiamute River on the Pacific Highway West, in Polk County, requested an extension of time from November 30, 1942, to March 10, 1943, within which to complete this job. They gave no reason for failure to complete the project within the specified time limit. The Engineer advised that this is one of the projects for which the War Production Board would not authorize the use of structural grade lumber, so it was necessary to change the specifications to allow the use of No. 1 common grade. Such change, he said, delayed the delivery of materials, and was largely the reason that the contractors failed to complete the project within the specified time limit. All of the work in connection with this job, he said, was completed by January 7, 1943, except the handrail painting which could not be done until suitable weather obtained. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

Wrong excerpt

Int

EXCERPT FROM MINUTES OF MEETING ON NOVEMBER 14, 1944 OF THE OREGON STATE HIGHWAY COMMISSION

Peter Kiewit Son's Company, Contract #2642 for grading, surfacing, and oiling the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary State Highway, in Polk County, requested an extension of time from July 31 to October 10, 1944, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: Difficulties in obtaining labor and equipment required for the job due to war-time conditions, unsuitable weather in the spring of 1944 which handicapped grading operations, and shut-down of the work during the winter months as ordered by the Engineer. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the traveling public was not materially inconvenienced by the delay because the road for the most part is on new alignment. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

November 13, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon Project No. DA-WC 30(1), Monmouth - Pedee Section of the Bridgeport - Monmouth and Dallas - King's Valley Highways, it is found that we do not have copies of test reports for RC-3 grade liquid asphalt and 151-200 penetration asphalt and copies of the minutes of the Highway Commission meeting granting time extensions of both the road and bridge contracts. Will you please send these to us at your earliest convenience?

Very truly yours,

T. M. DAVIS
District Engineer

H A Stoddart
By H. A. STODDART
Senior Highway Engineer

RECEIVED
NOV 14 1946
OREGON
STATE HIGHWAY COMMISSION

3642

127-1013

Form E-114-[illegible]

DA-WC-391(1)

File with Job Card #2642

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date January 19, 1946

Week from Jan. 13 to Jan. 19

Job name Fern Creek - Monmouth

Mail address Room 207 Sign Bldg. Salem, Oregon

Telegraph or telephone address

Highway Bridge Port- Monmouth County Road ~~1623~~

Express and freight address

County Polk Job Prefix 127-1013

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Tuesday- Wedsesday - Friday & Saturday Field party have been setting right of way post on this job.

Thursday - Field party went to Hebo ran in revised alignment for bridge and extra right of way.

NOTED WEBBER

NOTED EAH JAN 19 1946

Signed B.O. Johnson By James E. [illegible]

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

RECEIVED
JUL 28 1945
FOR FILING

DA-WC 30(1)

July 19, 1945

Sound Construction & Engineering Co.
1403 West 45th Street
Seattle 7, Washington

Gentlemen:

Reference is made to your letter of July 17, concerning release of Peter Kiewit Sons' Company's final estimate on contract No. 2642, Monmouth-Pedee Section.

This is to advise you that the final warrant in the amount of $13,224.84 for the above-mentioned contract was mailed on January 5, 1945, and said warrant, according to the Secretary of State's Office, has been cleared through the U. S. National Bank, Portland, Oregon, the Spokane Clearing House and the Omaha National Bank, Omaha, Nebraska.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

DA-WC 30-1

July 19, 1945

Sound Construction & Engineering Co.
1403 West 45th Street
Seattle 7, Washington

Gentlemen:

Reference is made to your letter of July 17, concerning release of Peter Kiewit Sons' Company's final estimate on contract No. 2642, Monmouth-Pedee Section.

This is to advise you that the final warrant in the amount of $13,224.84 for the above-mentioned contract was mailed on January 5, 1945, and said warrant, according to the Secretary of State's Office, has been cleared through the U. S. National Bank, Portland, Oregon, the Spokane Clearing House and the Omaha National Bank, Omaha, Nebraska.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

TELEPHONE
HEMLOCK 7800

SOUND CONSTRUCTION & ENGINEERING CO.
ESTABLISHED 1910
GENERAL CONTRACTORS
1403 WEST FORTY FIFTH STREET
SEATTLE 7, WASHINGTON

July 17, 1945

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On June 5th we forwarded to your office final Cost Report on the Contract No. 2642-Mommouth-Pedde-Section and requested that final estimate be released on this Contract. Peter Kiewit Sons' Co. at Omaha advise us that final estimate has not been received.

We would appreciate hearing from you as to when we may expect release of final estimate.

Yours truly,

SOUND CONSTRUCTION & ENGINEERING CO.

BY
G. H. Luenenburg

GHL:ec
cc: Mr. Ivan Breunsbach
Mr. Russell McIntyre

RECEIVED
JUL 19 1945
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock

June 13, 1945

FINAL COST ANALYSIS

RECEIVED
FOR FILING

Monmouth-Pedee Section
Contract No. 2642

DA-WC 30(1)

Bridgeport-Monmouth County
Road and Dallas-Kings
Valley Secondary

Grade, Surface and Oil
Peter Kiewit Sons, Contractors
B. O. Johnson and Lowell Johnston
Resident Engineers

Fern Creek-Monmouth Section

Item	Quantity	Unit	Unit Cost	Unit Bid	Cost	Revenue
Clearing and Grubbing	All				$ 30,590.13	$ 35,000.00
Structural Excavation, Unclassified	613.9	Cu. Yd.	$ 2.05	$ 2.50	1,257.26	1,534.75
Trench Excavation, Unclassified	2,901.5	" "	0.62	1.00	1,786.95	2,901.50
General Excavation, Unclassified	205,190.4	" "	0.244	0.28	50,212.55	57,453.31
Short Overhaul	283,481	Yd. Sta.	0.008	0.01	2,397.79	2,834.81
Long Overhaul	2,195.66	C-Yd.Sta.	0.23	0.30	512.57	658.70
Finishing Road Bed and Slopes	5.93	Mile	434.45	600.00	2,576.29	3,558.00
Grader Work	98.08	Sta.	45.46	50.00	4,458.60	4,904.00
8" Perforated Drain Tile	685	Lin. Ft.	1.01	1.10	690.84	753.50
12" Concrete Pipe	624	" "	1.00	1.60	626.76	998.40
18" " "	1,782	" "	1.77	2.75	3,154.59	4,900.50
18" Extra Strength Concrete Pipe	63	" "	2.34	3.25	147.20	204.75
24" Concrete Pipe	150	" "	2.67	4.00	399.90	600.00
42" " "	253	" "	6.40	10.00	1,618.74	2,530.00
Salvaging Culvert Pipe	82	" "	1.58	2.00	129.36	164.00
Rock Backfill in Drains	122	Cu. Yd.	1.07	3.00	129.94	366.00
4"-0 Material in Surfacing	33,333.5	" "	1.69	1.75	56,194.21	58,333.63
3/4"-0 " " "	7,480	" "	2.33	2.25	17,439.09	16,830.00
Sprinkling	1,247.8	M-Gal.	1.21	2.50	1,504.52	3,119.50
PA #3, 30" Concrete Pipe in Place	33	Lin.Ft.	3.90	6.70	128.70	221.10
Force Account					1,586.20	1,745.76

[illegible] Section
[illegible] Analysis

Item	Quantity	Unit	Unit Cost	Unit Bid	Cost	Revenue
Clearing and Grubbing	All				$ 15,225.00	$ 30,000.00
Structural Excavation, Unclassified	1,745.1	Cu. Yd.	$ 2.40	$ 2.50	4,184.45	4,362.75
Trench Excavation, Unclassified	956.7	" "	0.67	1.00	642.35	956.70
General Excavation, Unclassified	183,170.2	" "	0.32	0.26	58,606.87	47,624.25
Short Overhaul	174,398.9	Yd. Sta.	0.009	0.01	1,510.72	1,743.99
Long Overhaul	1,391.5	C-Yd. Sta.	0.244	0.30	340.14	417.45
Finishing Raodbed and Slope	5.98	Miles	625.65	600.00	3,741.41	3,588.00
8" Perforated Drain Tile	1,302.5	Lin. Ft.	0.62	1.10	812.61	1,432.75
12" Concrete Pipe	216	" "	0.91	1.60	195.61	345.60
18" " "	1,251	" "	1.90	2.75	2,379.27	3,440.25
24" " "	444	" "	2.54	4.00	1,127.33	1,776.00
24" Extra Strength Concrete Pipe	261	" "	3.31	5.00	864.71	1,305.00
30" Extra Strength Concrete Pipe	279	" "	4.76	7.00	1,328.63	1,953.00
36" Concrete Pipe	292	" "	5.14	8.00	1,499.44	2,336.00
42" " "	114	" "	6.11	10.00	696.81	1,140.00
Rock Backfill in Drains	324	Cu. Yd.	2.31	3.00	749.07	972.00
4"-0 Rock in Subbase	31,890	" "	2.23	1.75	71,001.19	55,807.50
4"-2" Rock in Base	8,000	" "	4.86	2.00	38,865.20	16,000.00
3/4"-0 " " " and Shoulders	6,200	" "	4.61	2.25	28,561.35	13,950.00
Sprinkling	1,583.82	M-Gal.	1.28	2.50	2,033.65	3,959.55
Preparation of Base	5.99	Mile	176.78	100.00	1,058.89	599.00
Furnish and Place Aggregate	2,098	Cu.Yd.	5.11	4.00	10,725.88	8,392.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Cost	Revenue
Furnish and Place 151-200 Asphalt	140.3	Ton	$ 36.09	$ 35.00	$ 5,063.39	$ 4,910.50
PA #3-30" Concrete Pipe in Place	33	Lin. Ft.	3.90	6.70	128.70	221.10
PA #4-4"-2" Rock in Base	3,973	Cu. Yd.	4.86	3.00	19,301.90	11,919.00
PA #4-3/4"-0 " " "	2,295.5	" "	4.55	3.00	10,450.27	6,886.50
PA #5 Furnish & Place RC-3 Asphalt	78.43	Ton	25.60	35.00	2,008.03	2,745.05
Force Account					202.20	218.45
					$460,847.26	$428,614.60

Total Cost	$460,847.26
Gross Revenue	428,614.60
Net Loss	32,232.66

Net Loss Equals 7.5% of Gross Revenue

Detail of Cost

Labor:					
Supervision (Includes Mechanics)				$ 35,238.86	
Labor				113,058.44	
State Industrial Accident Insurance				11,705.26	
Social Security & Unemployment Insurance				5,892.40	
					$165,892.96
Materials:					
8" Perforated Concrete Pipe	1,987.5	ft.	at $ .33	$ 655.88	
12" Concrete Pipe	840	"	" .54	453.60	
18" " "	3,033	"	" 1.26	3,821.58	
18" Extra Strength Concrete Pipe	63	"	" 1.74	109.62	
24" Concrete Pipe	594	"	" 1.91	1,134.54	
24" Extra Strength Concrete Pipe	261	"	" 2.46	642.06	
30" Concrete Pipe	345	"	" 3.45	1,190.25	
36" " "	292	"	" 4.44	1,296.48	
42" " "	367	"	" 5.21	1,912.07	
RC3 Asphalt	78.43	Tons	" 13.90	1,090.18	
151-200 Asphalt	140.30	"	" 10.90	1,529.27	
Rock Purchases				18,960.44	
					32,796.17
Equipment Rental, Supplies and Misc.:					
Equipment Rental				$ 41,748.13	
Rented Equipment (Includes Gas, Oil and Grease)				57,005.74	
Rented Trucks (Includes Gas, Oil and Grease)				51,825.77	
Equipment Repairs				25,976.71	
Gas, Oil and Grease				15,388.47	
Small Tools and Miscellaneous				7,762.28	
Freight and Cartage				12,498.31	
Insurance				2,410.48	
Bond				3,214.61	
					216,830.50
Sub-Contractors:					
Wixson & Crowe (Clearing and Grubbing)					45,327.63
				Total	$460,847.26

REMARKS:

This was a "Federal Access Road Project" and consisted of the construction of 4.29 miles of roadbed, the reshaping of 2.24 miles of existing roadbed and the construction of 6.53 miles of rock surfacing on the Gern Creek-Monmouth Section and the construction of 5.98 miles of roadbed, surfacing and oil mat wearing surface on the Burns Corner-Pedee Section.

The project was bid July 28, 1943 and awarded August 20, 1943. Work was stated August 21, 1943 and completed October 10, 1944.

All clearing and grubbing was subcontracted to Wixson and Crowe at a price which allowed the contractor a profit of $14,000.00 or 21.5% on this item. By introducting new methods in clearing and grubbing with a maximum of machine labor and a minimum of hand labor, the subcontractors were able to make a substantial profit on their subcontract.

Grading and pipe-laying operations on the Fern Creek-Monmouth Section while not actually subcontracted was performed with hired equipment on a yardage basis with the contractor paying all bills and handling the payrolls. Profits to the contractor aggregated $14,000.00 or 16.7% of the gross revenue for these various items.

Grading on the Burns Corner-Pedee Section was performed by the contractor. An extremely late start, poor weather, several changes in supervision and some slides all contributed to the high cost of excavation for this section. Some rock and considerable quantity of boulders were encountered on the Pedee end of the project. Price for excavation for this section was $0.02 less than that bid for the Fern Corner-Monmouth Section but excavation proved much more difficult.

Rock surfacing on the Burns Corner-Pedee Section proved extremely costly to the contractor and accounted for the major part of the loss sustained.

Bid prices were low considering the problem of obtaining sufficient rock and the length of haul involved. After obtaining the project the contractor elected to obtain his crushed rock and oiling aggregates from the Martin Quarry located westerly of the town at Dallas. In using this quarry the contractor was forced to haul all material from the quarry to Burns Corner, a distance of 10.5 miles as deadhaul, and surface from Burns Corner to Pedee, an average haul of 3 miles. This made an average haul for all material of 13.5 miles. Haul costs for this material average $1.80 per cubic yard.

The contractor did not bring his own crushing plant to the job but made arrangements to purchase material from a small crushing contractor. As part of these arrangements, the contractor provided that he would pay all bills and payrolls. After producing about 50% of the required materials, the crushing contractor was unable to continue operations and the contractor was forced to finish the crushing. After paying all bill and payrolls, the rock produced cost abouttwice what the original arrangement specified. This high cost of rock plus the extremely high cost of haul resulted in a large loss on all rock produced and used.

All rock used on the Fern Corner-Monmouth Section was purchased from commercial plants located at Independence. Low prices and a fairly short haul allowed the contractor a small profit for rock items on this section.

Oiling operations were handled by the contractor. A new distributor was used and all equipment was modern and in good shape. Efficient supervision and crew was brought in, but bad weather and high cost of aggregate caused a small loss.

During the forepart of this project a good profit was realized but several changes in supervision resulted in a general let-down in production. This, plus the high cost of rock on the Burns Corner-Pedee Section, resulted in a loss to the contractor for the job.

E. H. Clmer
Cost Analyst

By

C. E. Paulsen

RECEIVED
JAN 5 1945
FOR FILING

ED-WO 33-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 5, 1945

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	14604	2642	12-Final	Peter Kiewit Sons Co.	13,224.84	266059	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G.

Acceptance advice is in on this.

asw

OK to release
JBO

NOTED ON CARD
JBO 1/5/45

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved HBGlaisyer
Secretary

RECEIVED
11 1944
[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC 30

December 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WC 30, Monmouth-Pedees Section of Bridgeport-Monmouth Co. Road and Dallas-Kings Valley Secondary Highway, was made by a representative of this office on October 10, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

Jwr

RECEIVED
DEC 6 - 1944
FOR FILING

DA-WC 30(1)

December 5, 1944

C. A. Tomassene, Agent,
Seaboard Surety Company,
614 Wilcox Building,
Portland 4, Oregon.

Dear Sir:

You are hereby notified that state highway contract No. 2642, for work on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highways in Polk County, has been completed by the contractor, Peter Kiewit Sons' Company, and that final payment in the amount of $13,224.84 will be made on or after December 19, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $428,614.60, of which amount $218.45 represents the amount of force account items. This contract was completed on October 10, 1944, but has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

MBG/jeo

NOTED ON CARD
12/5

RECEIVED
NOV 1 9 1944
FOR FILING

DA-WC 30(1)

November 14, 1944

Peter Kiewit Sons' Co.,
Box 321,
Dallas, Oregon.

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extension of time requested, from July 31, 1944 to October 10, 1944, without penalty, in connection with Contract No. 2642, covering work on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary Highway in Polk County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jec

RECEIVED
NOV 4 - 1944
FOR FILING

DA-WC 30-1

October 30th, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Peter Kiewit Sons' Company contract on the Monmouth-Pedee Section of the Monmouth-Bridgeport and Kings Valley secondary highways, Contract No. 2642, DA-WC-30(1). The specified date of completion was July 31st, 1944, and the actual date was October 10th, 1944.

The contract was carried on this summer with great difficulty due to the shortage of trucks and labor. It was finally completed in a very acceptable manner, and it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

RECEIVED
OCT 31 1944
FOR FILING

8A-WC 30(1)

October 28, 1944

Seaboard Surety Company
C. A. Tomassene, Agent
614 Wilcox Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Peter Kiewit Sons' Company, on contract No. 2642, covering grading, surfacing, and oiling on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary Highway, in Polk County. This payment, in the amount of $52,826.00, will be made on or after November 6, 1944. The retained percentage is $12,847.11.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

Form E-1—5M—6-43

DA-WC 30(1)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 21, 1944

Section	Monmouth- Pedee Project Fern Creek Monmouth unit	Kind of work	Grading, Surfacing, Oiling.
Highway	Burn's Corner - Pedee Unit.	Section prefix	127-1013
Contractor	Peter Kiewit Son's Co.	Contract number	2642
Date of contract	August 20, 1943	Date of completion	July 31, 1944
Date work started	" 12, 1943	Estimated date of completion	
Amount of contract	$ 387,570.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering . . . $ 387,570.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date, $ 20,000, 5.16 % Date project was completed October 10, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Myself, Folston, Hartrampf and Bartel worked Monday to Thursday inc. on semi final est and records. Thursday P.M. Folston took estimate and records to division office and car 36-155 to shops for repairs.

Balance of week in office on miscellaneous unfinished work of other survey projects.

Graham and Simpson on vacation all w ek.

Friday and Saturday Folston off acct. of accumulated excahnge time.

Saturday Bartel off acct. of exchange time.

RECEIVED
OCT 24 1944

NOTED
E. M.

Signed

Address Monmouth, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 28 1944
FOR FILING

DA-WC 30-1

September 27, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith four copies of progress voucher in the amount of $93,805.00 for the Monmouth-Pedee Section, Project No. DA-WC 30 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dist. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

Ore. DA-WC 30(1)

September 26, 1944

RECEIVED
SEP 27 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith progress voucher #2 for project DA-WC 30(1), in the amount of $93,805.00, as the original voucher has not been signed by Mr. Nash.

Please sign and return to this office so that voucher may be forwarded to our Washington Office for payment.

Very truly yours

W. H. LYNCH
District Engineer

By: L J Canfield
L. J. Canfield
Sr. Highway Engineer

Encl.

FORM [illegible] 7-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-WC 30

September 9, 1944

NOTED
State Highway Engineer

Mr. F. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of August 16, concerning the Pedee-Monmouth Project, DA-WC 30.

No work was performed by the State under the special provision given on page 25 of the contract for the Pedee-Burns Unit by which the State is obligated to carry on maintenance operations in its usual manner until the contractor begins work on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

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1944
FOR FILING

DA-WC 30-1

September 9, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of August 16, concerning the Pedee-Monmouth Project, DA-WC 30.

No work was performed by the State under the special provision given on page 25 of the contract for the Pedee-Burns Unit by which the State is obligated to carry on maintenance operations in its usual manner until the contractor begins work on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

FORM 2-30 20M 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1944

SUBJECT: Maintenance on Pedee-Monmouth Section

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

I am returning herewith Mr. Lynch's letter of August 16 asking whether the State performed any maintenance on the Pedee-Monmouth section under contract for construction in Polk County. Mr. Eason reports that our crews performed the following work on this section. In December, 1943, they placed a mastic surface to bridge deck at Station 331, under approved State Force Order, Account No. 262, for $150.00. The expense for this first bridge was for asphalt and rock - $22.50; for labor and equipment - $38.02; total - $60.52. There is one other bridge deck to be covered.

Also in March, 1944, under State Force Order, Account No. 239, for $200.00, our forces dug out and repaired soft spots in the grade. The cost for rock materials was $43.80; for labor and equipment $156.20; total $200.00. Should you require further details on this, they can be secured from Mr. Eason.

I do not have a copy of the contract, but persume that these two items are of the type referred to in the paragraph providing for State Maintenance.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/hd
encl.

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

August 16, 1944

RECEIVED
AUG 17 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the clause regarding maintenance in the special Provisions, Page 25, of Oregon Project DA-WC 30, Pedee-Monmouth Section, in Polk County.

The paragraph involved says in effect that maintenance operations on the sections of the existing road between Pedee and Burns Corner will be carried on by the State in the usual manner, until such time as the contractor is ready to start work. After that time and during the contractor's operations he was to be responsible.

We would like to know whether the State performed any maintenance on the existing road, as stated in the clause referred to; if so, the amount expended and materials, if any, incorporated in the surface, and dates between which such work was performed.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Collier
By Chief Engineer
Prepare answer

[illegible]

NOTED
E. A. COLLIER

[illegible]

M

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

August 8, 1944

DA-WC 30(1)

RECEIVED
AUG 9 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 5 requesting concurrence in the change from emulsified asphalt to RC-3 for the seal coat on Oregon DA-WC 30(1) due to the fact that the car situation is critical and there is now a stock of RC-3 at Portland.

In view of this situation and in order to advance the war effort we will recommend approval of the change requested. Our approval, however, is subject to the condition that no increase in cost is involved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

Copy sent to Mr. Probert

M

RECEIVED
AUG 11 1944
FOR FILING

DA-WC-30-1

Aug. 5, 1944.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, 8, Ore.

Dear Sir:

Peter Kiewet & Son's Company have requested permission to use RC-3 as a seal on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Boundary Highway, Contract #2642, DA-WC-30 (1), instead of an emulsified asphalt called for and provided as a bid item in the contract.

When this contract was let it was anticipated that the sealing would be done very late last Fall and emulsified asphalt was provided for instead of cutback. Now it develops that cutback asphalt is available in Portland by boat shipment, while emulsified asphalt will have to be transported by cars from California.

In view of the car situation and for the reason that we usually consider cutback asphalt holds and retains more of the cover rock, I recommend the change and ask your concurrence.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

M

FORM E-30 25M 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1944

127-1013

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

I have a request from Peter Kiewit Sons' Company for the use of RC-3 as a seal on the McTimmonds Valley project instead of emulsified asphalt called for and provided as a bid item in the contract.

When this contract was let there was a prohibition on the use of cutback asphalts, so that we provided for emulsified asphalt seal only. Now it develops that cutback asphalts are available in Portland from California points by boat shipment while emulsified asphalt will have to be transported by cars from California.

If the oiling is done in good season, I believe a better seal will be obtained by the use of cutback asphalt and more cover rock will be held and retained in the mat. It is recommended that we ask the Bureau's approval for this change.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
AUG 3 - 1944
OFFICE OF
[illegible] ENGINEER

RECEIVED
APR 5 1944
FOR [illegible]

DA-WC 30-1

April 4, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We refer to your letter of April 1, concerning our letter of March 29, requesting additional federal access road funds for the Camp Adair Closure Road Project, Project DA-WC 30 (1).

In view of your statements, we will withdraw our request for additional federal funds. However, we would like to have you approve the price agreement for the required additional surfacing materials mentioned in our letter, so that contingency moneys can be applied on it, if any such moneys should be available. We are, therefore, submitting copies of the price agreement herewith.

Very truly yours,

State Highway Engineer

Encl.

SHP:ER

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

RECEIVED
APR 3 - 1944

April 1, 1944

REFERRED TO
H G Smith
by Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 29, advising that due to error in computing the amounts of 4"-2" and 3/4"-0" rock, the estimate did not provide sufficient rock to complete the base and shoulders on the Burns Corner-Pedee Section of the Camp Adair Closure Roads, Oregon DA-WC 30(1). You also advise the contractor quotes a price for the additional rock of $1.00 per cu. yd. above the contract price for 4"-2" rock, and 75¢ per cu. yd. above contract price for the 3/4"-0" rock. Your estimate of the additional rock required is 3,100 cu. yds. of 4"-2" rock and 2,600 cu. yds. of the 3/4"-0" size.

First, your estimate for this rock is 3,327 cu. yds. per mile, which seems more than necessary to construct to the approved section, and necessary road connections.

Second, since this represents an increase in quantity of a contract item, the increase in prices proposed by the contractor seems rather high.

Third, when Price Agreements Nos. 1 and 2 and Extra Work Order No. 2 were approved, it was with the verbal understanding that no additional funds would be requested for this project.

This section of the project is on the State Secondary Highway System and since no cooperation has been made by the State, we do not believe it would be inconsistent for the State Highway Department to cooperate to the extent of this additional rock, particularly when Federal funds to the amount of $469,024.00 are being spent. Otherwise, we suggest that possibly the subbase rock could be slightly increased and a 2" le_veling course of 3/4"-0" rock placed so as to come within the funds allotted to this project. This would, of course, slightly decrease the thickness of the surfacing.

The copies of the price agreement mentioned in your letter were not enclosed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 3 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst.

March 29, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In connection with the Monmouth-Pedee Access Road Project, Project DA-WC 30 (1), we find that construction of the surfacing according to plans will require approximately 5,700 yards more of crushed rock than is called for in the contract, and than is provided for in the project agreement estimate. This shortage occurs on the Burns Corner-Pedee portion of the project and involves the following items:

	Contract Quantities	Quantities Required
4" - 2" Rock in Base- - -	8,000 cu. yds.	11,100 cu. yds.
3/4" - 0" Rock in Base and Shoulders- - - - - -	6,200 " "	8,800 " "

This shortage is due to an error in the computing of the estimate and, unfortunately, is in items on which the contractor is losing money. The contract prices are $2.00 for the 4" - 2" size, and $2.25 for the 3/4" - 0" size. The best quotations we are able to obtain for the required additional quantities are $3.00 for the 4" - 2" size and $3.00 for the 3/4" - 0" size. When the quantities are incorporated in the agreement estimate, the increase in project cost is $18,810.

We see no way of avoiding this extra expense, and, as it appears that all available contingency funds will be taken-up by overruns in the grading items, we ask that the federal funds allotted to the project be increased from $469,024.00 to $487,834.00.

Oregon State Highway Department

Federal Access Road Project
No. DA-WS 30 (1)

MONMOUTH-PEDEE SECTION OF THE
BRIDGEPORT-MONMOUTH AND DALLAS-KINGS VALLEY HIGHWAYS
IN POLK COUNTY

(Estimate as basis for modified Agreement. Based on low bid prices.)

Salem, Oregon, March 25, 1944

All Required		Preliminary Engineering		$ 15,000.00
All Required		Lands, Rights of Way, Easements, Etc.		12,000.00

ROADWAY, FROM CORNER-MONMOUTH SECTION

Grading and Surfacing (Sta. 47 to 267)(Sta. 328 to 335) (Contract No. 2642)

All Required		Clearing and Grubbing (80%)		$ 28,000.00
580	cu. yds.	Structural Excavation, Unclassified	$2.50	1,450.00
900	cu. yds.	Trench Excavation, Unclassified	1.00	900.00
184,000	cu. yds.	General Excavation, Unclassified	.28	51,520.00
270,000	yd. sta.	Short Overhaul	.01	2,700.00
2,200	C-yd.sta.	Long Overhaul	.30	660.00
4.29	miles	Finishing Roadbed and Slopes	600.00	2,574.00
1,200	lin. ft.	8" Perforated Concrete Drain Pipe	1.10	1,320.00
320	lin. ft.	12" Concrete Pipe	1.60	512.00
1,800	lin. ft.	18" Concrete Pipe	2.75	4,950.00
120	lin. ft.	18" Extra Strength Concrete Pipe	3.25	390.00
80	lin. ft.	24" Concrete Pipe	4.00	320.00
70	lin. ft.	47" Concrete Pipe	10.00	700.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
140	cu. yds.	Rock or Gravel Backfill	3.00	420.00
22,000	cu. yds.	4" - 0" Material in Surfacing	1.75	38,500.00
7,800	cu. yds.	3/4" - 0" Material in Surfacing	2.25	17,550.00
450	M-gals.	Sprinkling	2.50	1,125.00
				$153,651.00

Culvert (Sta. 111+65) (Contract No. 2643)

90	cu. yds.	Structural Excavation	$2.50	$ 225.00
57	cu. yds.	Class "A" Concrete	26.00	1,482.00
7,800	lbs.	Metal Reinforcement	.07	546.00
				$ 2,253.00

Subtotal	$155,904.00
10% Engr. & Cont.	15,590.40
Total	$171,494.40

Length of Roadway 4.288 miles
Cost per mile $ 39,994.02

Grading and Surfacing (Sta. 0+00 to 47) (Sta. 267 to 328) (Sta. 335 to 340+85) (Contract No. 2642)

All Required		Clearing and Grubbing (19%)		$ 6,650.00
70	cu. yds.	Structural Excavation	$2.50	175.00
200	cu. yds.	Trench Excavation	1.00	200.00
116	sta.	Grader Work	50.00	5,800.00
30	lin. ft.	12" Concrete Pipe	1.60	48.00
100	lin. ft.	42" Concrete Pipe	10.00	1,000.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
4,340	cu. yds.	4" - 0" Material in Surfacing	1.75	7,595.00
2,120	cu. yds.	3/4" - 0" Material in Surfacing	2.25	4,770.00
96	M-gals.	Sprinkling	2.50	240.00
				$ 26,538.00

Culvert (Sta. 316+55) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (10%)		$ 200.00
130	cu. yds.	Structural Excavation	$2.50	325.00
21	cu. yds.	Class "A" Concrete	26.00	546.00
2,700	lbs.	Metal Reinforcement	.07	189.00
				$ 1,260.00

Subtotal	$ 27,798.00
10% Engr. & Cont.	2,779.80
Total	$ 30,577.80

Length of Roadway 2.167 miles
Cost per mile $ 14,110.65

Grading and Surfacing (Sta. 340+85 to 345) (Monmouth) (Contract No. 2642)

All Required		Clearing and Grubbing (1%)		$ 350.00
4	sta.	Grader Work	$ 50.00	200.00
160	cu. yds.	4" - 0" Material in Surfacing	1.75	280.00
80	cu. yds.	3/4" - 0" Material in Surfacing	2.25	180.00
4	M-gals.	Sprinkling	2.50	10.00

Subtotal	$ 1,020.00
10% Engr. & Cont.	102.00
Total	$ 1,122.00

Length of Roadway .078 mile
Cost per mile $ 14,384.61

ROADWAY, [illegible] [illegible] SECTION

Grade, Surface and Oil (Sta. 0+00 to 316+29.8)

All Required		Clearing and Grubbing		$ 30,000.00
900	cu. yds.	Structural Excavation	$ 2.50	2,250.00
550	cu. yds.	Trench Excavation	1.00	550.00
180,000	cu. yds.	General Excavation	.26	46,800.00
143,000	yd. sta.	Short Overhaul	.01	1,430.00
900	C-yd.sta.	Long Overhaul	.30	270.00
5.98	miles	Finishing Roadbed and Slopes	600.00	3,588.00
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	1.10	1,540.00
300	lin. ft.	12" Concrete Pipe	1.60	480.00
1,400	lin. ft.	18" Concrete Pipe	2.75	3,850.00
480	lin. ft.	24" Concrete Pipe	4.00	1,920.00
280	lin. ft.	24" Extra Strength Concrete Pipe	5.00	1,400.00
280	lin. ft.	30" Extra Strength Concrete Pipe	7.00	1,960.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
100	lin. ft.	42" Concrete Pipe	10.00	1,000.00
250	cu. yds.	Rock or Gravel Backfill	3.00	750.00
33,500	cu. yds.	4" - 0" Rock in Subbase	1.75	58,625.00
8,000	cu. yds.	4" - 2" Rock in Base	2.00	16,000.00
6,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.25	13,950.00
600	M-gals.	Sprinkling	2.50	1,500.00
5.98	miles	Preparation of Base	100.00	598.00
2,450	cu. yds.	Furnishing and Placing Aggregates	4.00	9,800.00
74	tons	Furnishing and Placing Emulsified Asphalt	35.00	2,590.00
130	tons	Furnishing and Placing 151-200 Asphalt	35.00	4,550.00
3,100	cu. yds.	4" - 2" Rock in Base (P.A. #3)	3.00	9,300.00
2,600	cu. yds.	3/4" - 0" Rock in Base (P.A. #3)	3.00	7,800.00
				$223,461.00

Culvert (Sta. 144+48) (Contract No. 2643)

70	cu. yds.	Structural Excavation	$ 2.50	$ 175.00
32	cu. yds.	Class "A" Concrete	26.00	832.00
4,500	lbs.	Metal Reinforcement	.07	315.00
				$ 1,322.00

Subtotal	$224,783.00
Engr. & Cont.	22,478.30
Total	$247,261.30

Length of Roadway 5.980 miles
Cost per mile $ 41,348.04

BRIDGES

Fern Creek Bridge (Sta. 10+96.5 to 11+55.9) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (40%)		$ 800.00
110	cu. yds.	Structural Excavation	$ 2.50	275.00
430	lin. ft.	Furnish Untreated Piling	.30	129.00
16	only	Drive Untreated Piling	30.00	480.00
60	lin. ft.	Untreated Trestle Superstructure	26.00	1,560.00
3.9	M-FBM	Lumber in Substructure	80.00	[illegible]
				$ 3,524.00

South Fork, Ash Creek Bridge (Sta. 331+04 to 331+61) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (10%)		$ 200.00
680	lin. ft.	Furnish Untreated Piling	$ .30	204.00
20	only	Drive Untreated Piling	30.00	600.00
60	lin. ft.	Untreated Trestle Superstructure	26.00	1,560.00
4.2	M-FBM	Lumber in Substructure	80.00	336.00
				$ 2,900.00

[illegible] Creek Bridge (Sta. 7+35.9 to 7+98.9) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (40%)		$ 800.00
490	lin. ft.	Furnish Untreated Piling	$ .30	147.00
25	only	Drive Untreated Piling	20.00	500.00
73	lin. ft.	Log Trestle Superstructure	20.00	1,460.00
1.3	M-FBM	Lumber in Substructure	80.00	104.00
				$ 3,011.00

Subtotal	$ 9,435.00
10% Engr. & Cont.	943.50
Total	$ 10,378.50

Length of Bridges .034 mile

Estimated Funds Required:

Preliminary Engineering	$ 15,000.00
Lands, Rights of Way, Easements, Etc.	12,000.00
Roadway (Sta. 47 to 267) (Sta. 330 to 332)	171,494.00
" (Sta. 0+00 to 47) (Sta. 267 to 330) (Sta. 332 to 340+00)	30,577.00
" (Sta. 340+00 to 345)	1,122.50
" (Sta. 0+00 to 11+90.0)	247,251.99
Bridges	10,378.50
	$487,824.00

Funds for Maintenance: Chap. 329; Laws 1939

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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC 30-1

March 4, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WC 30(1)
Monmouth-Pedee Section
Bridgeport-Monmouth Co. Rd. and
Dallas-Kings Valley Sec. Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 6 1944
OREGON
STATE HIGHWAY COMMISSION

Fom

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Form P. R. 2

State Oregon

Project No. DA-WR 30(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1944

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of July 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four hundred sixty-nine thousand, twenty-four and 00/100 dollars ($469,024.00) as the share of the United States payable under said act on account of ~~Sections~~ ______ ~~of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads
(Include date and citation of
under the provisions of the Defense Highway Act of 1941 approved November 19,
act of legislature by which authorized)
1941 (Public Law 295 - 77th Congress).

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the John Johnson Donation Land Claim, and
survey station 545+00 in Monmouth, (excepting therefrom that portion between
survey station 516+89.8 in the SE¼, Section 35, T. 8 S., R. 4 W., W.M., and
survey station 0+00 in the SE¼, Section 25, T. 8 S., R. 4 W.)

, length 12.947 miles, in Polk County,

being Section of Oregon Defense Access project No. DA-WR 347(1), consisting of
12.513 miles of roadway and 3 bridges, each of more than 20 feet clear span, 0.434 in total
of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

10—11879

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] [redacted] said project shall not in any event exceed the sum of four hundred sixty-nine thousand, twenty-four and 00/100 dollars ($469,024.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] [redacted] the approved total estimated cost of [redacted] [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED FEB 2

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of FEB 2 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission.
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

______
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WC-30(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 169,024.00 as the total estimated cost of said project, and the sum of $ 169,024.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percentage of~~ said total estimated cost.

Done at the city of Washington, this .... day of FEB 2 1944 one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

DA-WC 30-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 14 1943
FOR FILING

December 11, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WC 30(1), Monmouth-Pedee Section of the Bridgeport-Monmouth and Dallas-Kings Valley Highways.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 5M 5-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 22 1943
FOR FILING

DH-WC 30-1

November 19, 1943

NOTED

Mr. S. A. Newton,
Monmouth, Oregon.

Dear Mr. Newton:

Some investigation has been made of the facts connected with your claim for damage because of the loss of two cows which you say were killed when they got on the artillery range at Camp Adair.

From the information given me it appeared that you blamed the State's contractor for the stock getting from your premises onto the artillery range. Based on the information that has been given me it does not appear that there are sufficient facts to establish the blame on the contractor. It appears that your cows had frequently been on the artillery range and it appears too that the contractor notified you that he intended to go upon the right of way through your property to build the road, and that at your request he postponed encroachment upon your property for a time, all of which would indicate that you had ample notice.

There may be facts which have not been given me, but considering the facts which have been submitted I am unable to advise the Highway Commission that its contractor is at fault. If you have other information which would support some other conclusion I will be glad to have it.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough

RECEIVED
NOV 18 1943
FOR FILING

DA-WC [illegible]-1

November 16, 1943

Cross Referenced To
Alum
Insurance
Property Damage

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

Please refer to your letter of October 15 enclosing copy of a letter from Mr. S. A. Newton of Monmouth, who alleges that one of our contractors opened his pasture fence which allowed his dairy herd to get out and come in contact with shellfire from the artillery range at Camp Adair, causing the death of two of his cows.

This matter was refered to Mr. H. G. Smith and we are attaching hereto copies of letters from Mr. Smith, Mr. F. B. Mason, Mr. R. O. Johnson, and Mr. Ross McDonald, a representative of the contractor. It would appear from the investigation that the contractor was not at fault.

Very truly yours,

C. B. McCullough
Assistant State Highway Engr.

JM/aw

Incls.

7

FORM E-90 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13th, 1943

SUBJECT: Newton Claim for Death of Cows

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In regard to Record of Assignment #2100, claim of S. A. Newton for the loss of two cows killed in the Camp Adair cantonment area, I hand you herewith reports from Mr. McDonald, the contractors' superintendent, Mr. Johnson and Mr. Eason concerning these cows.

Other testimony indicates that Mr. Newton's cows have continuously pastured on the cantonment area and that the cows killed did not escape from any pasture but had been running at large all summer.

In view of the ambiguity in the matter, I believe Mr. Newton should be advised that we are unable to hold the contractor liable on the evidence presented and that if he collects for the loss it will be necessary for him to do so through proper legal action.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc. 3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 30, 1943

SUBJECT: Newton claim for death of cows

127-1013

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

This will reply to your letter of October 28th regarding the claim of S. A. Newton for the loss of two cows killed by artillery fire in the cantonment area.

I am attaching hereto a report from Mr. B. O. Johnson. I note that the option for this property was taken on June 21st which option provides that the grantors are to build the new fences required on the right of way frontage. The grading on this section got under way about September 1st, and, as reported both by Mr. McDonald and Mr. Johnson's attached report, the property owners were notified of the impending construction work and at the request of the owner held off operations for a few days to permit the salvage of a grain crop on the right of way.

It would appear to me that under the circumstances the responsibility for the loss of the cattle is entirely that of the owner.

Yours very truly,

F. D. Eason

F. D. EASON
Division Engineer

FDE:LC

Att.

NOV 1 - 1943

①

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Monmouth, Oregon.
October 26, 1943.

SUBJECT: Fern Creek Monmouth Grading.
S.A. Newton's cows.

To: F.D. Mason,
Division Engineer,
Salem, Oregon.

Dear Sir;

In regard to S.A. Newton's cows killed on the artillery range; I find in conversation with Mrs Newton, that the cows went west along the new grade being constructed rather than east to the Cooper Hollew road as at first thought; thence south to the artillery range.

I believe the Newtons had sufficient advance notice of the approach of the grading crew coming from the west as they asked for a few days time in which to harvest a field of grain immediately west of the Cooper Hollow road. This request was granted by the grading foreman. However Mrs Newton said they were exremely busy with harvest and did not take particular notice when the grading crew did enter the pasture west of Cooper Hollow creek, otherwise they would have kept the cows in near the barn. As it happened the cows strayed unnoticed. Of course the grading foreman should have given them second notice of the exact date they intended to enter the pasture area, which he apparenly did not do.

Very truly yours

B.O. Johnson

Resident Engineer.

CC to H.G. Smith.

①

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR.
1024 OMAHA NATL. BANK BLDG.

ADDRESS REPLY TO:
Dallas, Oregon

Oct. 25, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. G. Smith, Const. Eng'r.

Sirs:

In reply to your letter advising me of the claim of S. A. Newton for two cows killed on the artillery range near Monmouth:

I was unaware of the loss of these cows until receiving your letter this morning, since I have not had any occasion to talk to Mr. Newton recently.

I am sure that Mr. Newton had ample notice that it would be necessary to remove his fence as we delayed grading across his farm several days to give him time to harvest a field of grainthat your right-of-way crossed. After the grain was harvested the grading crewproceeded across his farm, and to my knowledge there was no stock in this field between the time of harvesting the grain and our grading operation.

I am of the opinion that Newton has no grounds for filing a claim for any loss.

I will be glad to furnish any other information which I may able to furnish.

Yours very truly,

R. McDonald
ROSS McDONALD

RMcD-d

RECEIVED
OCT 26 1943
OFFICE OF
CONSTRU[illegible]

RECEIVED
OCT 26 1943
OREGON
STATE HIGHWAY COMMISSION

R.CORD OF ASSIGNMENT 2100

PTION: Letter fr[illegible] M. Devers, Oct. 15, with co[illegible] letter from [illegible]. A. Newton - Re highway contr[illegible] opening pasture gate and causing the stock to be killed by shell fire on the Camp Adair artillery range.

DATE: Oct. 21, 1943 ASSIGNED TO: H. G. Smith

FOR
(Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(- -

REPORT RECEIVED:

REMARKS:

SION

y from Mr.
opened
fence was
killed by

artillery range. If the circumstances are as he relates, then I think our contractor should be held liable.

You will note that he places the value of the cows at $100.00 each. However, he says that by working until midnight he was able to save the carcass of one for meat and he says that had he sold it for meat purposes before it was killed it probably would have brought $50.00.

I am not sure that he should be required to accept $50.00 for the cow whose carcass he saved, and I say this for the reason that he perhaps would not have use for that much meat--at least, he would not buy the old critter. If he sold the meat and got $50.00 for it then I think it would be well for him to give credit to that amount on the cow. In any event, I think the contractor is liable if the story as told by Mr. Newton is true.

Will you please have made whatever investigation you think is necessary so that this claim can be put in order for consideration. I think the contractor should be notified at once that the claim has been filed.

Yours very truly,

J. M. Devers a.w.
J. M. DEVERS

Enclosure
JMD:AW

Newton

Property Damage

RECEIVED

FOR FILING

Jim. Please refer to HGS for inv. & Report

McC

OMMISSION

NCE

Assistant State Highway Engineer
[illegible]

Dear Sir:

Enclosed is a copy of a letter I received today from Mr. S. A. Newton of Monmouth, who claims that our contractor opened his pasture fence without giving him any notice that the fence was open and his dairy herd got out and two of the cows were killed by shellfire from the artillery range. If the circumstances are as he relates, then I think our contractor should be held liable.

You will note that he places the value of the cows at $100.00 each. However, he says that by working until midnight he was able to save the carcass of one for meat and he says that had he sold it for meat purposes before it was killed it probably would have brought $50.00.

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Will you please have made whatever investigation you think is necessary so that this claim can be put in order for consideration. I think the contractor should be notified at once that the claim has been filed.

Yours very truly,

J. M. Devers a.w.

J. M. DEVERS

Enclosure
JMD:AW

FORM E-30 28M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1943

SUBJECT:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Enclosed is a copy of a letter I received today from Mr. S. A. Newton of Monmouth, who claims that our contractor opened his pasture fence without giving him any notice that the fence was open and his dairy herd got out and two of the cows were killed by shellfire from the artillery range. If the circumstances are as he relates,then I think our contractor should be held liable.

You will note that he places the value of the cows at $100.00 each. However, he says that by working until midnight he was able to save the carcass of one for meat and he says that had he sold it for meat purposes before it was killed it probably would have brought $50.00.

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Will you please have made whatever investigation you think is necessary so that this claim can be put in order for consideration. I think the contractor should be notified at once that the claim has been filed.

Yours very truly,

J. M. Devers a.w.
J. M. DEVERS

Enclosure
JMD:AW

C
o
p
y

Monmouth, Ore.
Oct. 13, 1943

Mr. J. M. Devers,

Dear Sir:

I have been informed to write to you about two cows that was killed during the State Highway procedure through my place.

I wish to state that the contractors did not notify me that they were cutting the cow pasture fence, so the cows went out into the contolment area, and two of them were killed by shell explosion.

I think that I would be safe in saying that the cows were worth $100 dollars a head for milk cows. I did manage by working till after midnight to save one of the cows for meat, but the other was a total loss.

The one that was saved if had been sold for beef probably would have brought half of milk cow prices.

Hoping this situation has been made clear to you,
I am

Yours truly,

(Sgd.) S. A. Newton

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NOV 9 1943
FOR FILING

DA-WC 3 -1

October 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Monmouth-Pedee Section, Project No. DA-WC 39 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road Project
No. DA-WO 30 (1)

MONMOUTH-PEDEE SECTION OF THE BRIDGEPORT-MONMOUTH AND DALLAS-KINGS VALLEY HIGHWAYS IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1943

All Required	Preliminary Engineering		$ 15,000.00
All Required	Lands, Rights of Way, Easements, Etc.		12,000.00

ROADWAY, FERN CORNER-MONMOUTH SECTION

Grading and Surfacing (Sta. 47 to 267)(Sta. 328 to 335)
(Contract No. 2642)

All Required		Clearing and Grubbing (80%)		$ 28,000.00
580	cu. yds.	Structural Excavation, Unclassified	$2.50	1,450.00
900	cu. yds.	Trench Excavation, Unclassified	1.00	900.00
184,000	cu. yds.	General Excavation, Unclassified	.28	51,520.00
270,000	yd. sta.	Short Overhaul	.01	2,700.00
2,200	C-yd.sta.	Long Overhaul	.30	660.00
4.29	miles	Finishing Roadbed and Slopes	600.00	2,574.00
1,200	lin. ft.	8" Perforated Concrete Drain Pipe	1.10	1,320.00
320	lin. ft.	12" Concrete Pipe	1.60	512.00
1,800	lin. ft.	18" Concrete Pipe	2.75	4,950.00
120	lin. ft.	18" Extra Strength Concrete Pipe	3.25	390.00
80	lin. ft.	24" Concrete Pipe	4.00	320.00
70	lin. ft.	42" Concrete Pipe	10.00	700.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
140	cu. yds.	Rock or Gravel Backfill	3.00	420.00
22,000	cu. yds.	4" - 0" Material in Surfacing	1.75	38,500.00
7,800	cu. yds.	3/4" - 0" Material in Surfacing	2.25	17,550.00
450	M-gals.	Sprinkling	2.50	1,125.00
				$153,651.00

Culvert (Sta. 111+65) (Contract No. 2643)

90	cu. yds.	Structural Excavation	$ 2.50	$ 225.00
57	cu. yds.	Class "A" Concrete	26.00	1,482.00
7,800	lbs.	Metal Reinforcement	.07	546.00
				$ 2,253.00

Subtotal	$155,904.00
10% Engr. & Cont.	15,590.40
Total	$171,494.40

Length of Roadway	4.288 miles
Cost per mile	$ 39,994.02

Grading and Surfacing (Sta. 0+00 to 47) (Sta. 267 to 328) (Sta. 335 to 340+85) (Contract No. 2642)

All Required		Clearing and Grubbing (1%)		$ 6,650.00
70	cu. yds.	Structural Excavation	$ 2.50	175.00
200	cu. yds.	Trench Excavation	1.00	200.00
116	sta.	Grader Work	50.00	5,800.00
30	lin. ft.	12" Concrete Pipe	1.60	48.00
100	lin. ft.	42" Concrete Pipe	10.00	1,000.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
4,340	cu. yds.	4" - 0" Material in Surfacing	1.75	7,595.00
2,120	cu. yds.	3/4" - 0" Material in Surfacing	2.25	4,770.00
96	M-gals.	Sprinkling	2.50	240.00
				$ 26,538.00

Culvert (Sta. 326+55) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (10%)		$ 200.00
130	cu. yds.	Structural Excavation	$ 2.50	325.00
21	cu. yds.	Class "A" Concrete	26.00	546.00
2,700	lbs.	Metal Reinforcement	.07	189.00
				$ 1,260.00

Subtotal	$ 27,798.00
10% Engr. & Cont.	2,779.80
Total	$ 30,577.80

Length of Roadway	2.167 miles
Cost per mile	$ 14,110.65

Grading and Surfacing (Sta. 340+85 to 345) (Kenmouth) (Contract No. 2642)

All Required		Clearing and Grubbing (1%)		$ 350.00
4	sta.	Grader Work	$ 50.00	200.00
160	cu. yds.	4" - 0" Material in Surfacing	1.75	280.00
80	cu. yds.	3/4" - 0" Material in Surfacing	2.25	180.00
4	M-gals.	Sprinkling	2.50	10.00

Subtotal	$ 1,020.00
10% Engr. & Cont.	102.00
Total	$ 1,122.00

Length of Roadway	.078 mile
Cost per mile	$ 14,384.61

ROADWAY, [illegible] [illegible] SECTION

Grade, Surface and Oil (Sta. 0+00 to 316+29.8)

All Required		Clearing and Grubbing		$ 30,000.00
980	cu. yds.	Structural Excavation	$ 2.50	2,450.00
550	cu. yds.	Trench Excavation	1.00	550.00
180,000	cu. yds.	General Excavation	.26	46,800.00
143,000	yd. sta.	Short Overhaul	.01	1,430.00
900	C-yd.sta.	Long Overhaul	.30	270.00
5.98	miles	Finishing Roadbed and Slopes	600.00	3,588.00
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	1.10	1,540.00
300	lin. ft.	12" Concrete Pipe	1.60	480.00
1,400	lin. ft.	18" Concrete Pipe	2.75	3,850.00
480	lin. ft.	24" Concrete Pipe	4.00	1,920.00
280	lin. ft.	24" Extra Strength Concrete Pipe	5.00	1,400.00
280	lin. ft.	30" Extra Strength Concrete Pipe	7.00	1,960.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
100	lin. ft.	42" Concrete Pipe	10.00	1,000.00
250	cu. yds.	Rock or Gravel Backfill	3.00	750.00
33,500	cu. yds.	4" - 0" Rock in Subbase	1.75	58,625.00
8,000	cu. yds.	4" - 2" Rock in Base	2.00	16,000.00
6,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.25	13,950.00
600	M-gals.	Sprinkling	2.50	1,500.00
5.98	miles	Preparation of Base	100.00	598.00
2,450	cu. yds.	Furnishing and Placing Aggregates	4.00	9,800.00
74	tons	Furnishing and Placing Emulsified Asphalt	35.00	2,590.00
130	tons	Furnishing and Placing 151-200 Asphalt	35.00	4,550.00
				$206,361.00

Culvert (Sta. 144+48) (Contract No. 2643)

70	cu. yds.	Structural Excavation	$ 2.50	$ 175.00
32	cu. yds.	Class "A" Concrete	26.00	832.00
4,500	lbs.	Metal Reinforcement	.07	315.00
				$ 1,322.00

Subtotal	$207,683.00
10% Engr. & Cont.	20,768.30
Total	$228,451.30

Length of Roadway	5.980 miles
Cost per mile	$ 38,202.56

BRIDGES

Fern Creek Bridge (Sta. 10+96.5 to 11+53.5) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (40%)		$ 800.00
110	cu. yds.	Structural Excavation	$ 2.50	275.00
430	lin. ft.	Furnish Untreated Piling	.30	129.00
16	only	Drive Untreated Piling	30.00	480.00
60	lin. ft.	Untreated Trestle Superstructure	26.00	1,560.00
3.5	M-FBM	Lumber in Substructure	80.00	280.00
				$ 3,524.00

South Fork, Ash Creek Bridge (Sta. 331+04 to 331+61) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (10%)		$ 200.00
680	lin. ft.	Furnish Untreated Piling	$ .30	204.00
20	only	Drive Untreated Piling	30.00	600.00
60	lin. ft.	Untreated Trestle Superstructure	26.00	1,560.00
4.2	M-FBM	Lumber in Substructure	80.00	336.00
				$ 2,900.00

McSimmonds Creek Bridge (Sta. 7+35.5 to 7+98.5) (Contract No. 2643)

All Required		Removal of Old Bridge and Provision for Traffic (40%)		$ 800.00
490	lin. ft.	Furnish Untreated Piling	$ .30	147.00
20	only	Drive Untreated Piling	30.00	600.00
68	lin. ft.	Log Trestle Superstructure	20.00	1,360.00
1.3	M-FBM	Lumber in Substructure	80.00	104.00
				$ 3,011.00

Subtotal	$ 9,435.00
10% Engr. & Cont.	943.50
Total	$ 10,378.50

Length of Bridges .034 mile

Estimated Funds Required: - - - - - - - - - - - - - - - -	$ 15,000.00
Preliminary Engineering- - - - - - - - - - - - - - - - - - -	12,000.00
Lands, Rights of Way, Easements, Etc.- - - - - - - - - - -	171,494.40
Roadway (Sta. 47 to 267) (Sta. 328 to 335) (Sta. 335 to 340+82)	30,577.80
" (Sta. 0+00 to 47)(Sta. 267 to 328) - - - - - - - - - - -	1,122.00
" (Sta. 340+82 to 345) - - - - - - - - - - - - - - - - -	228,451.30
" (Sta. 0+00 to 316+29.3)- - - - - - - - - - - - - - -	10,378.50
Bridges- -	$469,024.00

Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
NOV 1943
FOR FILING

AA-112 30-1

AGENDA
OCT 12 1943

N.O.A.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 8, 1943

SUBJECT: Cost of constructing west end Monmouth-Fern Creek Section

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

Mr. Smith asked me to supply you with an estimate of the additional cost of constructing the west end of the Monmouth-Fern Creek Section in Polk County in accordance with the original location survey which was made.

The contract was let on the basis of using the present road as to both grade and alignment, merely adding additional surfacing but constructing a new bridge on the old alignment. The new bridge can be constructed on the new alignment for the contract bid price. The additional work involved on the original location alignment and grade line would be as follows: Grading, drainage and surfacing $14,100.00, approximately three acres of right of way $450.00, or a total of $14,550.00. Construction work is estimated at the contractor's bid prices.

Under the recent Price Agreement which was approved for a grade change near Monmouth there was expended on additional work approximately $11,000. This unit had an allowance of 11,400 cubic yards of grading which at 28¢ equals $3,192.00. Since the grading on this unit is complete and no additional yardage other than this grade change has been necessary and no slides have appeared or seem likely to occur, the approximate $3,200.00 of grading allowance can be credited on this Price Agreement which leaves only $7,800.00 to come out of the contingency money. The contingency allowance on the contract was $15,502.00. Deducting the $7,800.00 will still leave a contingency allowance of $7,700.00 remaining on the contract.

On the other unit there is a grading allowance of 16,200 cubic yards which at 26¢ equals $4,212.00, which, with the $7,700.00, gives an allowance of $11,900.00 for further contingencies. If no serious slides occur on the Burns Corner-Pedee Section and the surfacing can be kept within the contract amounts, this $11,900.00 could be applied to the $14,550.00 estimated cost of the new change at the Fern Creek end of the Monmouth-Fern Creek Section. The remaining $2,650.00 might be saved from the engineering allowance.

This is taking an optimistic view as most of our contracts entail overruns of one kind or another for which the contingency fund is needed. However the proposed change is, I think, a very desirable one particularly because the new bridge which is to be built would be placed in a permanent location.

mdP
R
N.O.A.

I discussed the matter of the proposed additional work with the contractor's superintendent yesterday, on the basis of his willingness to do the work at the contract bid prices. He advised that if the weather held good so that he could do the work this fall before moving out the grading equipment he would be agreeable to including the change under the contract. There is approximately 16,000 cubic yards of excavation involved which would take them three days of grading time. One lift of surfacing could be applied over the new grading in two days time.

Yours very truly,

F D Eason

F. D. EASON
Division Engineer

FDE:LC

RECEIVED
FEB 18 1944
FOR FILING

DA-WC 30-1

October 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of October 1, concerning state force work order for moving three power poles on the Monmouth-Pedee Access Road Project, DA-WC 30 (1).

Two of the poles concerned were on privately-controlled right of way. One was on the county road right of way with guys on private right of way. There was no easement or agreement between the owner of the power line and the County with reference to the pole located on the county road right of way.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

SMP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Order for State Force Work in moving three power poles on Oregon DA-WC 30(1), Monmouth-Pedee Section. These power poles apparently were erected by the REA and the line is now operated by the Benton-Lincoln Electric Cooperative.

Will you please furnish us with the portion of the easement or agreement between the company and the county covering their obligations with respect to moving of poles which, we understand, are on the present county road right of way.

We are recommending for approval this work as of September 23, 1943, subject to the submission of the above information.

Very truly yours,

W. H. LYNCH
District Engineer,

Caufield
L. J. CAUFIELD
Senior Highway Engineer

Mr. Probert —

These poles were placed outside road fence line under private easements, except one within county road R/W but with guys outside on private property and now in new roadway. — T.D.E.

EIVED
T - 4 1943
OREGON
COMMISSION

RECEIVED
SEP 7, 1943
FOR FILING

DA-WC 30-1

September 4, 1943

Peter Kiewit Sons' Company
1012 Northern Life Tower
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2642 which was awarded to you on August 20, 1943, by the State Highway Commission, covering grading, surfacing, and oiling on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary Highway, in Polk County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

KB

cc - Peter Kiewit Sons' Co.
1024 Omaha National Bank Bldg.
Omaha, Nebraska

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AUG 31 1943
FOR FILING

FA-N-[illegible]

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 27, 1943

R. H. BALDOCK
STATE HIGHWAY ENGINEER
WILLARD HOTEL
KLAMATH FALLS, OREGON

RECEIVED
OCT 7 1943
FOR FILING

COLONEL McCOY PHONES THAT SECRETARY OF WAR REFUSES GIVE STATE DEEDS FOR CAMP ADAIR RIGHT OF WAY UNTIL STATE GIVES QUITCLAIM DEEDS FOR ROADS IN CANTONMENT AREA. SAYS HE MUST STOP CONTRACTOR UNLESS DEEDS ARE GIVEN AT ONCE. SENDING ATTORNEY TO SALEM MONDAY AND ASKS THAT DEEDS BE READY. HAS NO ASSURANCE FROM WASHINGTON THAT FEDERAL DEEDS WILL BE FORTHCOMING BUT SAYS HE WILL GIVE WRITTEN ASSURANCE.

S. H. PROBERT

RECEIVED
AUG 2 3 1943
FOR FILING

DA-WC 30-1

August 21, 1943

Peter Kiewit Sons' Co.
1012 Northern Life Tower
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of contract No. 2642, which was awarded to you by the State Highway Commission on August 20, 1943, covering 12.51 miles of grading and surfacing, and 5.98 miles of oiling on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway in Polk County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:EB
cc:Peter Kiewit Sons' Co.
1024 Omaha National Bank Bldg.
Omaha, Nebraska

RECEIVED
SEP 9 1943
FOR FILING

LA-W [illegible] -1

AGENDA
AUG [illegible] 1943

2b

August 20, 1943

Peter Kiewit Sons' Company
1012 Northern Life Tower
Seattle, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 12.51 miles of grading and surfacing, and 3.98 miles of oiling on the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, in Polk County.

This award was based on your low bid of $367,970.00, based on the use of asphalt, which was submitted on July 28, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Peter Kiewit Sons' Company
1024 Omaha Natl. Bank Bldg.,
Omaha, Nebraska

cc - S. H. Probert
G. S. Paxson

Jt & confirmed

TERN (36)
UNION

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON, AUGUST 20, 1943

PETER KIEWIT SONS' COMPANY
1012 NORTHERN LIFE TOWER
SEATTLE, WASHINGTON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING SURFACING AND OILING MONMOUTH-PEDEE SECTION OF BRIDGEPORT-MONMOUTH COUNTY ROAD AND DALLAS-KINGS VALLEY SECONDARY HIGHWAY BASED ON YOUR LOW BID SUBMITTED JULY 28, 1943. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Files

DA-WC 30-1

RECEIVED
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CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(36)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR170 GOVT LG=PORTLAND ORG 20 325P

R H BALDOCK, STATE HIGHWAY ENGINEER=

1943 AUG 20 PM 3 40

REURTEL AUGUST 20 WE CONCUR IN AWARD OF CONTRACT THIS DATE OREGON DA-WC-30 MONMOUTH-PEDEE SECTION TO PETER KIEWIT SONS COMPANY WHO SUBMITTED LOW BID FOR GRADING, SURFACING AND OILING ON JULY 28=

LYNCH.

20 DA-WC-30 KIEWIT 28.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Charge to the account of ______________________ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 20, 1943

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD CONTRACT TODAY FOR MONMOUTH-PEDEE PROJECT TO PETER KIEWIT SONS COMPANY. HAVE RIGHT OF ENTRY TO ALL REQUIRED RIGHT OF WAY.

R. H. BALDOCK

RECEIVED
AUG 20 1943
FOR FILING

Const.
Projects
Access Roads

RA-WC 23-1

Telephone conversation between Mr. Baldock and Colonel McCoy

August 19, 1943

Mr. Baldock: I would like to let that contract at Adair and we have sent all those papers back to Washington which have to be signed by the Assistant Secretary of War and I am advised by the Public Roads Administration that if I can get a permit of entry from you I can let the contract.

Col. McCoy: Who told you that?

Mr. Baldock: The Public Roads Administration.

Col. McCoy: I will give you the right to come on. I can't see any objection to it. It is a contract between you and the Government, as I understand. What do you want me to give you?

Mr. Baldock: You just send me a wire giving us a right to enter on the property to build the road.

Col. McCoy: I am doing that. Col. Steele told me about it and I told him to go ahead and send you the telegram. In the meantime I will take it up with Salt Lake and tell them what I have done. I think that is the best way.

Mr. Baldock: The contractor is shipping ten carloads of equipment to start the job.

RECEIVED
SEP 21 1943
FOR FILING

DA-WC 3[illegible]-1

Washington, D. C. August 12, 1943

NOTED
[illegible] Highway Engineer

R. H. Baldock,
State Highway Engineer,
State Highway Commission,
Salem, Oregon

CONFIRMATION

Reurtel August 12 Oregon projects DA-WC-30(1) and DA-WC-[illegible](1). Preference rating for former project issued yesterday. Am given assurance preference rating order will be issued for latter project Saturday. See no reason for further delay in starting work.

Thos. H. MacDonald.
Commissioner of Public Roads Administration

RECEIVED
AUG 17 1943
OREGON
STATE HIGHWAY COMMISSION

Public Roads Administration 16—23358 GPO

FA-WC 30

August 12, 1943

Peter Kiewit Sons' Company
1012 Northern Life Tower
Seattle 1, Washington

Attention: Thos. H. Paul

Gentlemen:

With reference to your letter of August 10, concerning the delay in making award of contract for the Monmouth-Pedee Project, we want you to know that we appreciate fully the importance of getting started on this work, and that we have done, and are doing, everything possible to get action by the interested federal bureaus on the two or three little details that are making it impossible for us to release the contract to you.

There is no opposition to the project at any point and all of the interested federal bureaus are desirous of having work started and carried on expeditiously. They all promise immediate action, but the action so far has failed to materialize. We wired them all again yesterday, and are hopeful that something will come of it in a day or two.

Will advise you the minute we receive the final word.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
Office 1024 Omaha National Bank Building
OMAHA, NEBR.

PETER KIEWIT
PRESIDENT
WALTER SCOTT
SECRETARY & TREASURER

RALPH KIEWIT
VICE PRESIDENT
HOMER A. SCOTT
VICE PRESIDENT

1012 Northern Life Tower
Seattle 1, Washington
August 10, 1943

Re: Monmouth-Fern Creek,
Burns Corner-Pedee Highway
Sections - Polk County

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

With reference to the subject project on which we were low bidder on July 28, 1943, we wish to advise you of our concern relative to the delay in making award of this contract.

The special provisions require completion of substantially the entire project by October 31, 1943. Unless award is made and notice to proceed issued very soon we are afraid that the time will become too short to complete the work as specified during the present construction season.

We trust you will recognize this as a vital factor insofar as completion of the project is concerned and do your utmost to provide us with the necessary order to proceed.

Very truly yours,

PETER KIEWIT SONS' COMPANY

By: Thos. H. Paul

THPaul:mo
cc: Job Office

RECEIVED
AUG 11 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1943
FOR FILING

42 WC [illegible]-1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		[redacted]	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
AUGUST 11, 1943

THOS. A. MACDONALD
ATTENTION H. E. HILTS
PUBLIC ROADS ADMINISTRATION
WASHINGTON, D. C.

DELAY IN RELEASE OF CONTRACT AWARDS FOR PROJECTS DA-WC-11 (1) AND DA-WC-30 (1) IS OCCASIONED BY FAILURE OF FEDERAL BUREAUS TO ACT. DA-WC-11 (1) IS HELD AWAITING PREFERENCE RATING REQUESTED MAY 5. DA-WC-30 (1) HELD AWAITING PREFERENCE REQUESTED APRIL 29 AND RIGHT OF WAY EASEMENT FROM WAR DEPARTMENT REQUESTED APRIL 26. WE HAVE DONE EVERYTHING POSSIBLE TO GET ACTION ON THESE DETAILS. GOOD BIDS RECEIVED ON JULY 28 AND OUR SHORT WORKING SEASON IS NEARLY GONE. PLAESE GET THESE PROJECTS RELEASED FOR US. WE HAVE DONE EVERYTHING WE CAN.

R. H. BALDOCK

SHP

FORM E-123X 6M 4-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 27 1943
FOR FILING

DA-WC 30-1

August 6, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are three copies of resolution relative to encroachments and traffic signed by the mayor and city recorder of Monmouth, Oregon, for Federal Access Road Project No. DA-WC-30 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

[illegible]

Encl.

✓ cc Mr. J. W. Nash

DA-WC 30-1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☒
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
ON FILE

File

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON

AUGUST 4 1943

J JOSEPH WHELAN
RECORDING SECRETARY
WAR PRODUCTION BOARD
WASHINGTON D C

REFERENCE TO APPLICATIONS NUMBERS 43 and 45 FOR PROGRAM APPROVAL AND PREFERENCE RATINGS FOR MONMOUTH [illegible] PROJECT DA WC 30 AND ASTORIA AIRPORT SECTION PROJECT DA WC 12

CONTRACTORS ARE READY TO START WORK PREFERENCE RATINGS AND STEEL ALLOTMENTS ARE URGENTLY REQUIRED

PLEASE ADVISE IF PREFERENCE RATING ORDERS AND STEEL ALLOTMENTS HAVE BEEN APPROVED BY RETURN WIRE AND IF APPROVED PLEASE FORWARD BY AIRMAIL

STATE HIGHWAY DEPARTMENT
SALEM OREGON

RECEIVED
SEP 4 1943
FOR FILING

DH-WC 30-1

AGENDA
JUL 27 1943

1h

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1943

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith tabulations of mileage and maintenance cost data for those secondary highways which are in the Camp Adair cantonment area and the proposed new construction around the cantonment boundary. The proposed new construction reduces the distance over the old route 1.53 miles, and the estimated reduction in general maintenance is $658.00 per year.

Two copies of the tabulation are enclosed and two copies of a map showing the mileages of the secondary highways through the cantonment and of the proposed roads around the cantonment.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

REFERRED TO
Glasgow
BY [illegible]
[illegible]

R

TABULATION OF MILEAGE AND MAINTENANCE COST DATA

KINGS VALLEY AND DALLAS-KINGS VALLEY SECONDARY HIGHWAYS

IN OR ADJACENT TO CAMP ADAIR, POLK COUNTY

Dallas-Kings Valley and Kings Valley Secondary Highway, Burns Corner-Maple Grove-Pedee Through Cantonment - Length- - 7.8 Miles

Dallas-Kings Valley Secondary Highway Via McTimmonds Creek, Burns Corner to Pedee - 6.0 Miles

New Route Shortens Distance- - - - - - - - - - - - - - - 1.8 Miles

Kings Valley Secondary Highway, Pacific Highway West to Maple Grove- 6.25 Miles

New Location - Monmouth to Dallas-Kings Valley Secondary Highway on North Side of Cantonment - - - - - - - - - - - - - 6.52 Miles

New Route is Longer by - - - - - - - - - - - - - - - - - 0.27 Miles

Total Saving in Mileage by New Construction- - - - - - 1.53 Miles

Maintenance Costs for 1942

Burns Corner-Maple Grove-Pedee Section of Dallas-Kings Valley and Kings Valley Secondary Highways, General Maintenance 7.8 Miles at $430.00 per Mile - - - - - - $3,354.00

Estimated Maintenance New Location Via McTimmonds Valley, 6.0 Miles at $430.00 per Mile - - - - - - - - - - - - - - - - - - 2,580.00

Estimated Saving per Year- - - - - - - - - - - - - - - - - $ 774.00

Maintenance Costs 1942, Kings Valley Secondary Highway, West Side Pacific Highway to Maple Grove, 6.25 Miles at $430.00 per Mile - $2,687.50

Estimated Maintenance Costs New Location, Monmouth to Dallas-Kings Valley Secondary Highway, 6.52 Miles at $430.00 per Mile - 2,803.60

Estimated Increase - - - - - - - - - - - - - - - - - - - $ 116.10

SUMMARY

New Construction Shortens Distance	1.53 Miles
New Construction Reduces Maintenance per Year, Estimated	$657.90

(4)

RECEIVED
NOV 9 1943
FOR FILING

July 13, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, for the Monmouth-Pedee Section, Project No. DA-WR 30 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Your attention is called to the estimated cost of the project exceeding the program approval estimate by approximately $28,000.00. We are not requesting additional funds at this time, however, for the reason that it appears desirable to defer such action until bids are received and the cost of the project can be definitely ascertained.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. [illegible]

Encl.

Oregon State Highway Department

Federal Access Road Project
No. DA-WC 30 (1)

MONMOUTH-PEDEE SECTION OF THE
BRIDGEPORT-MONMOUTH AND DALLAS-KINGS VALLEY HIGHWAYS
IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 12, 1943

All Required	Preliminary Engineering	$ 15,000.00
All Required	Lands, Rights of Way, Easements, Etc.	$ 12,000.00

ROADWAY, FERN CORNER-MONMOUTH SECTION

Grading and Surfacing (Sta. 47 to 267) (Sta. 328 to 335)

All Required		Clearing and Grubbing (80%)		$ 4,000.00
580	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,160.00
900	cu. yds.	Trench Excavation, Unclassified	2.00	1,800.00
184,000	cu. yds.	General Excavation, Unclassified	.40	73,600.00
270,000	yd. sta.	Short Overhaul	.03	8,100.00
2,200	C-yd.sta.	Long Overhaul	.40	880.00
4.29	miles	Finishing Roadbed and Slopes	400.00	1,716.00
1,200	lin. ft.	8" Perforated Concrete Drain Pipe	1.00	1,200.00
320	lin. ft.	12" Concrete Pipe	1.50	480.00
1,800	lin. ft.	18" Concrete Pipe	2.50	4,500.00
120	lin. ft.	18" Extra Strength Concrete Pipe	3.00	360.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
70	lin. ft.	42" Concrete Pipe	11.00	770.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
140	cu. yds.	Rock or Gravel Backfill	3.00	420.00
22,000	cu. yds.	4" - 0" Material in Surfacing	2.00	44,000.00
7,800	cu. yds.	3/4" - 0" Material in Surfacing	3.00	23,400.00
450	M-gals.	Sprinkling	2.00	900.00
				$ 167,596.00

Culvert (Sta. 111+65)

90	cu. yds.	Structural Excavation	$ 3.00	$ 270.00
57	cu. yds.	Class "A" Concrete	30.00	1,710.00
7,800	lbs.	Metal Reinforcement	.08	624.00
				$ 2,604.00

Subtotal	$ 170,200.00
10% Engr. & Cont.	17,020.00
Total	$ 187,220.00

Length of Roadway 4.288 miles
Cost per mile $ 43,661.38

Grading and Surfacing (Sta. 0+00 to 47) (Sta. 267 to 328) (Sta. 335 to 340+85)

All Required		Clearing and Grubbing (19%)		$ 950.00
70	cu. yds.	Structural Excavation	$ 2.00	140.00
200	cu. yds.	Trench Excavation	2.00	400.00
116	sta.	Grader Work	10.00	1,160.00
30	lin. ft.	12" Concrete Pipe	1.50	45.00
100	lin. ft.	42" Concrete Pipe	11.00	1,100.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
4,340	cu. yds.	4" - 0" Material in Surfacing	2.00	8,680.00
2,120	cu. yds.	3/4" - 0" Material in Surfacing	3.00	6,360.00
96	M-gal.	Sprinkling	2.00	192.00
				$ 19,057.00

Culvert (Sta. 316+55)

All Required		Removal of Old Bridge and Provision for Traffic (10%)		$ 200.00
130	cu. yds.	Structural Excavation	$ 3.00	390.00
21	cu. yds.	Class "A" Concrete	30.00	630.00
2,700	lbs.	Metal Reinforcement	.08	216.00
				$ 1,436.00

Subtotal	$ 20,493.00
10% Engr. & Cont.	2,049.30
Total	$ 22,542.30

Length of Roadway 2.167 miles
Cost per mile $ 10,402.39

Grading and Surfacing (Sta. 340+85 to 345) (Monmouth)

All Required		Clearing and Grubbing (1%)		$ 50.00
4	sta.	Grader Work	$ 10.00	40.00
160	cu. yds.	4" - 0" Material in Surfacing	2.00	320.00
80	cu. yds.	3/4" - 0" Material in Surfacing	3.00	240.00
4	M-gals.	Sprinkling	2.00	8.00

Subtotal	$ 658.00
10% Engr. & Cont.	65.80
Total	$ 723.80

Length of Roadway	.078 mile
Cost per mile	$ 9,279.48

ROADWAY, BURNS CORNER-PEDEE SECTION

Grade, Surface and Oil (Sta. 0+00 to 316+29.8)

All Required		Clearing and Grubbing		$ 5,000.00
900	cu. yds.	Structural Excavation	$ 2.00	1,800.00
550	cu. yds.	Trench Excavation	2.00	1,100.00
180,000	cu. yds.	General Excavation	.40	72,000.00
143,000	yd. sta.	Short Overhaul	.03	4,290.00
900	C-yd.sta.	Long Overhaul	.40	360.00
5.98	miles	Finishing Roadbed and Slopes	400.00	2,392.00
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	1.00	1,400.00
300	lin. ft.	12" Concrete Pipe	1.50	450.00
1,400	lin. ft.	18" Concrete Pipe	2.50	3,500.00
480	lin. ft.	24" Concrete Pipe	3.50	1,680.00
280	lin. ft.	24" Extra Strength Concrete Pipe	4.00	1,120.00
280	lin. ft.	30" Extra Strength Concrete Pipe	6.00	1,680.00
120	lin. ft.	36" Concrete Pipe	8.00	960.00
100	lin. ft.	42" Concrete Pipe	11.00	1,100.00
250	cu. yds.	Rock or Gravel Backfill	3.00	750.00
33,500	cu. yds.	4" - 0" Rock in Subbase	2.00	67,000.00
8,000	cu. yds.	4" - 2" Rock in Base	2.50	20,000.00
6,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.00	18,600.00
600	M-gals.	Sprinkling	2.00	1,200.00
5.98	miles	Preparation of Base	100.00	598.00
2,450	cu. yds.	Furnishing and Placing Aggregates	3.50	8,575.00
74	tons	Furnishing and Placing Emulsified Asphalt	30.00	2,220.00
130	tons	Furnishing and Placing 151-200 Asphalt	30.00	3,900.00
156	tons	Furnishing and Placing RT-8 Tar	26.00	4,056.00
				$ 221,675.00

Culvert (Sta. 144+48)

70	cu. yds.	Structural Excavation	$ 3.00	$ 210.00
32	cu. yds.	Class "A" Concrete	30.00	960.00
4,500	lbs.	Metal Reinforcement	.08	360.00
				$ 1,530.00

Subtotal	$ 223,205.00
10% Engr. & Cont.	22,320.50
Total	$ 245,525.50

Length of Roadway	5.980 miles
Cost per mile	$ 41,057.77

BRIDGES

Fern Creek Bridge (Sta. 10+96.5 to 11+53.5)

All Required		Remove Old Bridge and Provision for Traffic (40%)		$ 800.00
110	cu. yds.	Structural Excavation	$ 3.00	330.00
430	lin. ft.	Furnish Untreated Piling	.50	215.00
16	only	Drive Untreated Piling	50.00	800.00
60	lin. ft.	Untreated Trestle Superstructure	50.00	3,000.00
3.5	M-FBM	Lumber in Substructure	110.00	385.00
				$ 5,530.00

South Fork, Ash Creek Bridge, (Sta. 331+04 to 331+61)

All Required		Remove Old Bridge and Provision for Traffic (10%)		$ 200.00
680	lin. ft.	Furnish Untreated Piling	$ .50	340.00
20	only	Drive Untreated Piling	50.00	1,000.00
60	lin. ft.	Untreated Trestle Superstructure	50.00	3,000.00
4.2	M-FBM	Lumber in Substructure	110.00	462.00
				$ 5,002.00

McTimmonds Creek Bridge (Sta. 7+35.5 to 7+98.5)

All Required		Remove Old Bridge and Provision for Traffic (40%)		$ 800.00
490	lin. ft.	Furnish Untreated Piling	$ .50	245.00
20	only	Drive Untreated Piling	50.00	1,000.00
68	lin. ft.	Log Superstructure	40.00	2,720.00
1.3	M-FBM	Lumber in Substructure	110.00	143.00
				$ 4,908.00

Subtotal	$ 15,440.00
10% Engr. & Cont.	1,544.00
Total	$ 16,984.00

Length of Bridges .034 mile

Estimated Funds Required:

Preliminary Engineering-	$ 15,000.00
Lands, Rights of Way, Easements, Etc.-	12,000.00
Roadway (Sta. 47 to 267)(Sta. 328 to 335)-	187,220.00
" (Sta. 0+00 to 47)(Sta. 267 to 328)(Sta. 335 to 340+85)	22,542.30
" (Sta. 340+85 to 345)	723.80
" (Sta. 0+00 to 316+29.8)-	245,525.50
Bridges-	16,984.00
	$499,995.60

[redacted]

PROJECT NO. DA-NC 30 (1)

While negotiations for rights of way are in progress seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fifteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

PR 46

Roadway (Monmouth-Pedee Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 8, 1943

State Oregon

Completion Date (Est.) July 31, 1944

Project No. DA-WR 39 (1)

Estimated Total Cost Rdwy. $ 456,011.60

Length: Miles 12.514

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	670	6	Metal culvert pipe	Lb.	24,800
2	Aggregates	Cy.	500	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	31,000	8	Structural steel	Lb.	
4	Lumber	M.	1	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Fern Creek Bridge (Monmouth-Pedee Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 8, 1943

State Oregon

Completion Date (Est.) Nov. 30, 1943

Project No. DA-WC 30 (1)

Estimated Total Cost Br. $ 6,083.00

Length: Miles .011

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	39	10	Explosives	Lb.	
5	Timber piling	Lft.	410				

[illegible]

W. Fork, Ash Creek Bridge ([illegible] Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet [illegible] of [illegible] Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) [illegible] State Oregon

Completion Date (Est.) [illegible] Project No. [illegible]

Estimated Total Cost [illegible] $ [illegible] Length: Miles [illegible]

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	[illegible]	10	Explosives	Lb.	
5	Timber piling	Lf.	[illegible]				

PR 46

McTimmond's Creek Bridge (Monmouth-Pedee Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 4 of 4 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 8, 1943

State Oregon

Completion Date (Est.) Nov. 30, 1943

Project No. DA-WR 30 (1)

Estimated Total Cost Br. $ 5,398.80

Length: Miles .012

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	16	10	Explosives	Lb.	
5	Timber piling	Lft.	460				

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC 30

July 13, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. submitted for the Monmouth-Pedee Section, Oregon Access Road Project DA-WC-30(1), are generally satisfactory, and are being recommended for approval today, subject to final review and approval by the Commissioner of Public Roads. Our recommendation is subject to detail check of the bridge plans.

This letter is your authorization to advertise.

Before concurrence in award, the matter of complete financing must be satisfactorily taken care of, and the question of right of entry cleared up.

Please send us copies of customary resolution, covering encroachments by the Monmouth City Council with the project agreement estimate.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

Copy sent to Cutler

RECEIVED
JUL 15 1943
OREGON
STATE HIGHWAY COMMISSION

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(56).

1220

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Ship Radiogram

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JUL 4 AM 11 51

PRR58 104 DL GOVT=SEATTLE WASH 4 NFT

R H BALLOCK=

STATE HIGHWAY DEPT

RECEIVED
AUG 2 0 1943
FOR FILING

REUR TELEGRAM DATED JUNE 29 CONCERNING ACCESS ROADS TO CAMPADAIR PERIOD THE FOLLOWING FROM ONE DATED 28 JUNE 1943 IS QUOTED FOR YOUR INFORMATION QUOTE RECOMMENDATIONS CONTAINED IN THE PRECEDING INDORSEMENT ARE CONCURRED IN BY THIS OFFICE AND THE PRA HAS BEEN ADVISED THAT THE CONSTRUCTION OF DA DASH WC DASH 30 REVISED HAS BEEN PROGRAMMED FOR INCLUSION IN ACCESS ROAD CERTIFICATION LETTER NO 43 UNQUOTE EASEMENT DESCRIPTIONS OF THE ROAD THROUGH THE RESERVATION ADJACENT TO WEST BOUNDARY ARE BEING FORWARDED THIS DATE TO REAL ESTATE DIVISION OF PAC DIVN SAT SANFRANCISCO WITH INSTRUCTIONS TO PROCEED END E DASH 203 FIELD SALTLAKECITY UTAH DATE=

HANNUM PAC DIVN ENGR.

REFERRED TO
Mr. Glaizyer
By Chief Engineer

29 28 1943 PRA DA WC 30 43 E 203.

Agenda

AGENDA
JUL 6 1943

25-2

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

July 2, 1943

Chief of Portland Sub-office
Real Estate Division, U. S. Army Engineers
730 Pittock Block
Portland, Oregon

Dear Sir:

I refer to my recent telephone conversation with Mr. Meldrum concerning rights of way for a new highway which must be constructed to replace portions of two secondary state highways which, because they cross the Camp Adair Cantonment Area, must be closed to public use.

In cooperation with the Public Roads Administration and the Army Officials at Camp Adair, the Highway Commission has made surveys and developed plans for the required new highway and has, for several months, been endeavoring to get construction of the highway underway. Arrangements now seem to be complete, except for the acquiring of a right of way easement from the Federal Government for certain portions of the project which necessarily encroach on federal lands within the cantonment area.

Our Chief Counsel, Mr. Devers, wrote to you on April 26 in regard to this matter, and on May 10 you advised that a request for "permission of entry" had been forwarded to your Salt Lake Division Headquarters with your approval. We have had no advice as to what action, if any, was taken on this request, and, as this year's construction season is rapidly slipping away, it seems necessary to again bring the matter to the attention of the proper federal authorities. Accordingly, we ask that you consider this letter a renewal of our request or application for the required right of way easement.

To supplement this renewal of request or application, we are sending, under separate cover, the following documents and maps:

4 copies of the property descriptions.
4 copies of a small scale map showing the position of the new highway with reference to the sections of secondary state highways which it is to replace.

...ing this letter, I have received the following wire from

...authorizes the project subject to obtaining the field...

...am prepared to authorize advertising on Oregon...

...factory PWAF and right of entry with respect to right...

...you may take it, therefore, that the project has been...

...ds Administration in Washington, and this has been...

...the WPA

State Highway Engineer

& E.
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...be assigned
...number 38,
to it, making

..., the matter of
...ject of a conference
...ffice and of the Real
...gineers. When that organ-
... the project has been certi-
... able to grant the right of
continue you contacts with
Kneeland, both of the Real Estate

... the granting of the preference rating
...

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

[illegible]

July 2, 1943

4 copies of a 400-foot scale map showing the highway alignment and the right of way areas for which easements are required.

1 copy of a 100-foot scale map showing required easement areas.

These descriptions and map are the same as were sent with the request submitted on April 26, except for the portion between Stations 75 and 103 where a slight revision in alignment has been made.

The Commanding Officer at Camp Adair is very anxious to have this project cleared for immediate construction for the reason that, until the project is completed, the traffic to be served must, at great inconvenience to army operations, continue to be carried over the existing highways within the cantonment which the new highway is planned to replace. The project has the approval of the Public Roads Administration, and construction can proceed as soon as the right of way easement herein requested is issued.

Continuance of traffic over the existing roads not only interferes with army operations within the cantonment, but seriously retards the delivery of large quantities of saw timber urgently needed in the war effort.

Your efforts to expedite and to obtain favorable action on this request will be much appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

P.S. Since writing this letter, I have received the following wire from W. H. Lynch, which authorizes the project subject to obtaining the right of entry permits: "Am prepared to authorize advertising on Oregon DA-WC-30 upon receipt of satisfactory PS&E and right of entry with respect to right of way not acquired." You may take it, therefore, that the project has been approved by the Public Roads Administration in Washington, and this has been concurred in by the Army and the WPB.

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As you have already today been advised by wire, advertising of Oregon DA-WC 30, McTimmonds Valley and Fishback Hill Closure Roads at Camp Adair, will be satisfactory upon receipt of P.S.& E. and right of entry with respect to any right of way not acquired. The project statement for these roads as submitted to you with our April 23 letter was designated DA-WC 38. We have, however, since that time been advised that the number 30 should be assigned to the project statement dated April 23, instead of the number 38, and that the $15,000 survey expense should be added to it, making the total cost $472,000.

As you were advised by phone this morning, the matter of the right of way for this project was the subject of a conference yesterday between representatives of this office and of the Real Estate Division office of the Corps of Engineers. When that organization was advised by phone today that the project has been certified, they stated that they hoped to be able to grant the right of way very shortly. We trust you will continue you contacts with either or both Mr. Meldrum and Mr. Kneeland, both of the Real Estate Division.

We are today asking that the granting of the preference rating for the project be expedited.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
BY [illegible] Engineer

Please note & return

Copy sent to Mr. Parbet

RECEIVED
JUL 3 - 1943
STATE HIGHWAY COMMISSION

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

DA-WC 30

WESTERN UNION

(08)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
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PRR116 LG GOVT=PORTLAND ORG 2 1039A

[illegible] 2 AM 11 08

R H BALDOCK=
STATE HIGHWAY ENGINEER

AM PREPARED TO AUTHORIZE ADVERTISING ON OREGON DA-WC-30 UPON RECEIPT OF SATISFACTORY PS&E AND RIGHT OF ENTRY WITH RESPECT TO RIGHT OF WAY NOT ACQUIRED=

LYNCH.

RECEIVED
AUG 26 1943
FOR FILING

DA-WC-30 PS&E.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

IN CANTONMENT ON MCTIMMONDS VALLEY ROUTE AND SUGGEST GOVERNMENT DEED RIGHTS OF WAY TO STATE SO ACCESS MONEYS CAN BE USED. COLONEL MCCOY CAMP ADAIR HAS REQUESTED STATE GIVE YEAR'S LEASE ON RIGHTS OF WAY OF STATE ROADS IN CANTONMENT AND HIGHWAY COMMISSION HAS REFUSED UNTIL SATISFACTORY ARRANGEMENTS FOR BUILDING AROUND CANTONMENT WITH GOVERNMENT FUNDS HAVE BEEN MADE. UNDERSTAND THAT WHEN REAL ESTATE IS INVOLVED IN PROJECTS PROPER PROCEDURE IS THROUGH PORTLAND SUBOFFICE REAL ESTATE DIVISION TO DIVISION REAL ESTATE OFFICER SANFRANCISCO. UNLESS YOU ADVISE TO CONTRARY WILL OFFICIALLY CONTACT THIS OFFICE AS I HAVE DONE UNOFFICIALLY AND REQUEST TRANSFER OF CANTONMENT PROPERTY TO STATE OF OREGON SO THAT ACCESS FUNDS ARE ELIGIBLE TO BUILD ROAD AROUND CANTONMENT. THIS CASE HAS BEEN UP FOR SOME TIME AND CONSTRUCTION SEASON [illegible]

[illegible]

[illegible]

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

Cont
Projects
Access Road

COPY OF WESTERN UNION TELEGRAM

DA-WC 30-1

SALEM ORG JUNE 29 1943

RECEIVED
FOR

LIEUT. COL. JOHN C. LOW, C.E.
CHIEF ENGINEERING DIVISION
U. S. ARMY, CORPS OF ENGINEERS
SALT LAKE CITY, UTAH

CONFIRMING TODAY'S PHONE CONVERSATION ESTIMATE OF COST BUILDING MCTIMMONDS VALLEY AND FISHBACK HILL SECTIONS WHICH WILL ROUTE TRAFFIC AROUND WEST AND NORTH SIDES CAMP ADAIR AND PERMIT FARMERS AND LOGGERS TO GET PRODUCE TO MARKET IS BETWEEN 460 and 500 THOUSAND DOLLARS. THIS RELOCATION WILL REPLACE KINGS VALLEY AND KINGS VALLEY DALLAS STATE ROADS NOW IN CANTONMENT WHICH HAVE BEEN CLOSED TO TRAFFIC BY MILITARY AUTHORITIES AND FOR WHICH STATE HAS RECEIVED NO MONEY TO REPLACE THESE FACILITIES. UNDERSTAND NEGOTIATIONS ARE BOGGED DOWN BY REASON OF SLIGHT ENCROACHMENT IN CANTONMENT ON MCTIMMONDS VALLEY ROUTE AND SUGGEST GOVERNMENT DEED RIGHTS OF WAY TO STATE SO ACCESS MONEYS CAN BE USED. COLONEL MCCOY CAMP ADAIR HAS REQUESTED STATE GIVE YEAR'S LEASE ON RIGHTS OF WAY OF STATE ROADS IN CANTONMENT AND HIGHWAY COMMISSION HAS REFUSED UNTIL SATISFACTORY ARRANGEMENTS FOR BUILDING AROUND CANTONMENT WITH GOVERNMENT FUNDS HAVE BEEN MADE. UNDERSTAND THAT WHEN REAL ESTATE IS INVOLVED IN PROJECTS PROPER PROCEDURE IS THROUGH PORTLAND SUBOFFICE REAL ESTATE DIVISION TO DIVISION REAL ESTATE OFFICER SANFRANCISCO. UNLESS YOU ADVISE TO CONTRARY WILL OFFICIALLY CONTACT THIS OFFICE AS I HAVE DONE UNOFFICIALLY AND REQUEST TRANSFER OF CANTONMENT PROPERTY TO STATE OF OREGON SO THAT ACCESS FUNDS ARE ELIGIBLE TO BUILD ROAD AROUND CANTONMENT. THIS CASE HAS BEEN UP FOR SOME TIME AND CONSTRUCTION SEASON [illegible]

[illegible]

[illegible]

[illegible]

Acct
Project
Accession [illegible]
DA-WC 20

June 23, 1943

Mr. S. H. Probert

Please prepare descriptions of the Kings Valley and Kings Valley-Dallas Highways shown in red on the attached map, being a portion of such highways within the cantonment area of Camp Adair, for Mr. Devers so that he may prepare a 90-day lease in favor of the United States Government for the use of these highways. The description should also record the widths of right of way and the acres involved.

R. H. Baldock

RHB:HI
cc Mr. J. F. Devers

Const
Projects
(Access Roads)

DA-WC 30

Charge to the account of __________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
JUNE 8, 1943

RECEIVED
PORTLAND

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

AS SEASON FAVORABLE FOR CONSTRUCTION OPERATIONS IS GROWING SHORT IT IS URGENT CAMP ADAIR CLOSURE ROADS PROJECT DA-WC-38 BE RELEASED FOR CONTRACTING AT ONCE. PLEASE DO EVERYTHING POSSIBLE TO EXPEDITE ACTION. 30

R. H. BALDOCK

([illegible] number)

DA-WC 30

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 23, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Attached is a copy of a project statement, preliminary report and sketch map covering proposed Camp Adair Closure Roads, Oregon project DA-WC-~~38~~ 30, which were forwarded today, air mail, to the Division Engineer, Salt Lake City, for possible endorsement.

It is requested that you prepare and submit the regular request for preference rating, in accordance with the attached standards and estimates, as soon as possible to this office. Recent rulings indicate that construction cannot be started merely upon receipt of certification, but must now wait for the assignment of the preference rating. It would be our intention to attach the request for preference rating to the project statements as they are returned from Salt Lake, for transmittal to our Washington office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Attach.

REFERRED TO
H. G. Smith
By Chief Engineer

RECEIVED
APR 24 1943
OR[illegible]
STATE HIGHWAY COMMISSION

1-W

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

State **OREGON**

PACIFIC
(Corps area or engineer division)

Camp Adair Closure Roads
(Army reservation or defense industry site)

Project No. DA **-WC-38**

PROJECT STATEMENT
DEFENSE HIGHWAY ACT OF 1941

THE COMMISSIONER OF PUBLIC ROADS,
Washington, D. C.

Date 4-23-43

Sir:

The Secretary of War having indicated that the construction or improvement of access roads to **Camp Adair** is important to the national defense, the undersigned considers that the project described below as to general character of road work (including bridges thereon) and delineated as to location and termini in diagrammatic form on the accompanying sketch map, will provide a reasonable access road improvement for the above-named establishment, and recommends the construction thereof, under the provisions of the Defense Highway Act of 1941.

1. Description: **McTimmonds Valley Road and Fishback Hill Road**
(Local name of road and points of beginning and ending)

2. Length in miles **12.5**

3. General character of improvement **Grading, draining, surfacing; also oiling on the McTimmonds Valley Road.**

4. Preliminary estimate of cost: Total, $ **457,000.00** **(Right-of-way $ 5,600.00)** **(Construction 451,400.00)**

Respectfully submitted,

Approval recommended:

W. H. Lynch
District Engineer, P. R. A.

(Title *)

---

* Corps area commander or his representative for stations under corps area control, U. S. Division Engineer for Industrial Establishments, and military stations exempt from corps area control.

16—24602-2 U. S. GOVERNMENT PRINTING OFFICE

April 23, 1943

Memorandum to W. H. Lynch, District Engineer

Subject: Camp Adair, Oregon, Closure Roads

On January 9, 1943, I prepared a preliminary report on this subject and recommended that $15,000 be set up for surveys and plans only in order that more exact estimates based on minimum standards would be available.

The State surveys are now far enough advanced so that preliminary estimates on the recommended routes and possible alternates are available. The State Highway Department, together with this office, has made a very careful and thorough analysis of the traffic elements involved and of possible alternate routes, utilizing existing facilities to the fullest possible extent.

In the original report, three routes had been proposed - (1) the Pedee-Airlie Road; (2) McTimmonds Valley route, and (3) Cooper Hollow Road. The original estimates on these routes amounted to $570,000. The estimated cost of the routes now recommended and agreed upon amounts to $457,000.

In a recent conference with the Camp Commander, Col. McCoy, particularly relating to the proposed Pedee-Airlie route, it developed that the Army authorities were now very much opposed to this construction which would funnel considerable traffic through the cantonment training area by way of the Airlie-Suver Road. Col. McCoy explained that maneuvers began south of the Airlie-Suver Road and proceeded across it and on to the north. He pointed out that even if the Pedee-Airlie-Suver route were completed for civilian traffic, the road would necessarily be closed periodically for several days at a time. He further pointed out that even under these conditions certain delays to training would be bound to develop, which in a few days time could involve the loss of several hundred thousand dollars, in addition to the time delay in completing the training of troops destined for the front lines. On the basis of these expressions, all plans for construction of the Pedee-Airlie route have now been abandoned. It will be recalled that I questioned the essentiality of this proposal in my original preliminary report, partly due to the fact that it would cross reservation lands, with consequent training interference and possible ultimate closure of the road, and partly because the proposals for a west boundary route, plus a north boundary route, should serve all traffic reasonably well.

The McTimmonds Valley route, shown as "AB" on the attached map, is now completed as far as surveys and plans are concerned. It will be noted on the attached sketch map that the field location falls in general inside the established cantonment boundary. An investigation was made of a route following more nearly the very low standard existing road or holding to the west of it, in order to place the road mostly outside of the cantonment. The State has estimated that such a route would cost approximately $70,000 more than the route recommended herein whose total cost is estimated at $261,000. The fact that the proposed location lies principally within the reservation area brings up the question of eligibility for financing with Section 6 funds, which ordinarily can be spent only on "exterior" roads. In this instance, the road is being constructed as a substitute for ones closed by the reservation, and while actually lying within the reservation boundary its use will be principally as an exterior road. It does not lead to or serve interior reservation installations. The Commanding Officer, after a field investigation, indicated verbally that he would recommend that the State Highway Department be granted an easement to construct the road as shown on the attached map. It would be possible, if the higher military authorities insist, to locate and construct the road principally outside the present boundary at the higher cost noted above, except over the northerly one mile where the grades along the existing road are prohibitive. This office recommends the road as now surveyed because it is the most economical and does not appear to interfere in any way with military operations.

The proposed north boundary route originally contemplated only a short connection, called the "Cooper Hollow Road." This was proposed since the remaining existing route would be satisfactory for light traffic. It had been assumed that the heavy traffic, principally logs from the Pedee area, would use the Pedee-Airlie-Suver route since better grades would have been available. Since the Pedee-Airlie construction has been abandoned, it then becomes necessary to provide a route to handle logging trucks and heavy farm produce trucks destined for Monmouth and Independence. The existing north boundary route is inadequate from the standpoint of surface strength and grades to accommodate such traffic reasonably well. Since the first inspection, Army trucks have used the north boundary road continuously and it has now broken so badly that in some places it is almost impossible for a passenger car to negotiate the road.

There are three alternate possibilities for serving this east-west traffic, as shown on the attached map - (1) CDEFG, Fishback Hill route; (2) CDHIJ, combination Fishback Hill and Kiddle Road route, and (3) HIJ, Fern Corner-Kiddle Road route. Alternates (2) and (3) were thoroughly investigated because it appeared that it was possible to utilize existing construction to a greater extent than on the more direct Fishback Hill route. The following comparisons are given:

Alternate (1) - CDEFG,

Length - 6.45 miles
New Construction, DEF - 4 miles
Reinforcement of existing grade, CD & FG - 3 miles
Grades - 6% maximum
Estimated Cost - $196,000

Alternate (2) - CDEIJ,

Length - 7.65 miles
Grades - 9% maximum
New Construction, DEI - 2.7 miles
Reinforcement on existing alignment, CD & IJ - 5 miles
Estimated Cost - $164,000

Alternate (3) - EIJ,

Length - 7.54 miles
New Construction - 2.5 miles
Reinforcement - 5 miles
Grades - 9% maximum
Estimated Cost - $198,000

It will be noted that the cheapest alternate is number (2) by approximately $32,000. However, Alternate (1) has certain distinct advantages over either (2) or (3), as follows:

1. One to two miles shorter total traveled distance for all traffic originating from south of point "C".

2. 6% grades, as compared to 9.

3. It is located on the permanent route.

4. It has considerable tactical value to the cantonment itself, not present in Alternates (2) and (3).

5. It enters Monmouth in a better location, since Alternates (2) and (3) at point "J" lead through the Normal College grounds.

The State's original estimate on Alternate (1), CDEFG, based on ultimate State Secondary standards, was $300,000. They were requested to provide a revised estimate utilizing the existing roads from "C" to "D" and from "F" to "G", providing 6 inches of reinforcement and ditch cleaning only. The standards on Section DEF are 26-foot roadbed, 1¼ inches of surfacing, 6% maximum grade, and 2¼° maximum curvature. The cost on this revised plan, as noted above, was $196,000.

It is believed that this plan will provide a temporary road during the war emergency which will give reasonable service. Widening on the westerly and easterly ends and oiling of the entire route would be desirable but is not considered essential, and it is recommended that this part of the improvement be postponed to the post-war period.

It should be mentioned that the standards on the McFimmonds Valley route, AB, are the same as mentioned for the D&F portion of Alternate (1) above, except that oiling is included from "A" to "B", and are considered to be the minimum to serve the expected traffic. It is anticipated that traffic will be much greater on the McFimmonds Valley route than on the Fishback Hill route, so that oiling is considered essential from the standpoint of safety and conservation of the surfacing. It is expected that labor and equipment will be available to complete the work herein proposed, particularly since the large cantonment construction in this area has been practically completed. The project, in addition to being an equitable replacement of facilities closed by the reservation, is also considered to be essential to the war effort at this time, and is recommended.

John R. Sargent
Assoc. Highway Engineer

Project
Access Roads
F-WR [illegible]

April 5, 1943

Mr. W. N. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With reference to your letter of March 31, commenting on the location of the McTimmonds Valley survey and the proposed Fishback Hill route into Monmouth, advise that you appear confused about this problem. We have not disregarded your suggestions.

The western boundary of the cantonment was originally selected approximately along the McTimmonds Valley road, although there is one property excluded from the boundaries of the cantonment which extends 1,300 feet east of the McTimmonds Valley road, which conclusively shows that there are no military reasons why the new road cannot be the boundary of the cantonment as well as the old. The topography is such that all attempts to lessen grading costs or to improve the grades naturally throw the line away from the existing McTimmonds Valley road and slightly into the cantonment. This was repeatedly pointed out during the preliminary discussions of this line, and the encroachments into the cantonment are of insignificant nature and are absolutely necessary to get a satisfactory alignment and grade and to materially reduce the cost of the construction.

Drawing no. 6B-7-8

The attached map shows the variations from the old route which route is, in reality, a mere trail, and the variations are in line with current practice. I showed the map to Sargent today and he was quite surprised that we followed along the old road so closely in some places.

I called Colonel McCoy on the phone and he appeared quite agreeable to the proposed line and this nominal variation, but apparently had misunderstood Sargent and he thought the variation was about a thousand yards. I suggested that we make a field inspection of it next week and he readily concurred--said he would provide a jeep.

The standards are the same as originally submitted, except that it was thought advisable to widen the cuts two feet to secure better drainage. The width of the fill still remains 30 feet. The grading yardage was reduced by 60,000 yards from that shown on the original reconnaissance report. The elimination of the Pedee-Airlie route, with the

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
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POST OFFICE BUILDING
PORTLAND, OREGON

March 31, 1943

NOTED
State Highway Engineer

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Your communication of March 29, with attachments, relating to the closure road problem in connection with the Camp Adair, Oregon, Cantonment, has been received and reviewed. It is apparent that you have disregarded the various suggestions and agreements, documentary and verbal, which are a part of the record to date concerning this problem.

The McTimmonds Valley location was the subject of discussion at the first conference held at Camp Adair, at which the agreement with Col. McCoy was that the existing road would be followed as closely as possible. He agreed that in a few instances he would approve minor infringements inside the established boundary in order to modify the sharpest curves. Our letter of November 3, 1942, requested that you instruct your locater to plan on utilizing to the fullest extent possible existing right-of-way and construction. Our letter of December 11, 1942, pointed out further that the standards should be brought more nearly in line with the roads which were being closed. Our letter of January 27, 1943, transmitted a copy of our preliminary report and sketch map proposing the surveys on the selected routes. This sketch map, although small scale, had colored a route following very closely the existing road, departing therefrom only in a few cases, the most important of which occurred in the northerly mile. Your original reconnaissance map received in this office November 30, 1942, drawn to a much larger scale, showed the location following the existing road except in two or three minor cases. Your map received today indicates that the survey which you have now made departs from the existing road entirely, involving distances of from 100 to 1000 feet.

1/27/43 - not yet
received in files

While we have not yet had the opportunity of making a plan in hand field inspection, we are reasonably certain that your locater has selected an excellent and desirable permanent location. The fact that it is not in accordance with previous records and agreements, and the fact that it extends inside the reservation boundary over practically its entire length, seriously jeopardizes the possibility that it can be financed with funds available to this department. As

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APR 2 - 1943
STATE HIGHWAY COMMISSION

3-31-43

you know, our funds are available for exterior access facilities only, except in minor isolated cases. If your location were adopted, it would probably be necessary to finance it with interior funds available to the War Department.

A check with Col. McCoy, Commanding Officer of Camp Adair, by telephone today resulted in a statement from him substantially in agreement with our understandings outlined in the second paragraph of this letter. He stated that he had understood that the existing road along the boundary was to be followed closely, and his agreement for an occasional infringement was intended to cover distances of not more than 100 feet at right angles to center line in two or three isolated cases. He agreed that he would grant an easement for your location inside the boundary on the northerly mile.

If you expect to have the construction of this road financed with Section 6 money, it will be necessary for you to furnish this office a revised sketch map and estimate more nearly in line with suggestions made by this department and with agreements which you and we have with the military authorities.

In the case of the proposed east-west connection north of the north cantonment boundary, you now recommend the construction of an entirely new route not previously considered, at an estimated cost of approximately $300,000. You will recall that the agreement reached on March 25 called for the improvement of an existing road approximately one mile north of your proposed routing. At that time it was agreed that possibly 1-1/2 to 2 miles of new construction might be necessary on the westerly end but that resurfacing and possibly minor widening and ditching only would be necessary on the easterly four miles. If the existing alignment, grades and surfacing are utilized on this route as agreed, we do not believe that the construction cost should amount to more than $150,000. The fact that this county road passes near the Normal School buildings we do not consider significant in relation to the war effort. It provides, to our mind, the best utilization of existing facilities providing reasonable service to all expected traffic.

You are requested to provide us an estimate, using minimum standards and utilizing the existing road and surfacing to the fullest possible extent along the line colored in red on the attached map, to provide the east-west closure road connection.

It is further noted that your standards of widths have been increased in your later estimates, as compared to your original reconnaissance estimates. As pointed out before, the widths should be approximately the same as the facilities which are being replaced, and any increase over those originally proposed by you should be fully supported in relation to the minimum, reasonably adequate, temporary service.

Your prompt reply to the requests in this letter will avoid further delays in inaugurating the construction of these projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Attach.

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Const

Projects

Access Roads

March 29th, 1943

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Pursuant to our conference held March 25th, at Camp Adair, with Col. McCoy, Capt. Evans, Mr. Sargent and members of the Highway Department, I am submitting herewith revised estimate of cost of the Luckiamute Valley Road, which is to replace the Dallas-Kings Valley Secondary Highway between Pedee and Burns Corner.

The strength of the surfacing on this road has been increased beyond that originally contemplated due to the necessity of carrying logging traffic now that we have definitely decided to abandon all attempts to use the Beaver Road for that purpose.

The estimated cost based upon actual location data is $261,302.13. The breakdown of the estimate is attached.

I have discussed the location between the Little Luckiamute Bridge and Monmouth with Messrs. Smith and Booth, and the conclusion has been reached that a more economical and better line can be obtained by the revision shown in red, of the Fishback Hill Road, than can be obtained on the Monmouth-Fern Corners Road, which lies to the north of Monmouth, and that there are very serious objections to heavy travel passing in the vicinity of the Normal buildings at Monmouth. You will remember that one of the controls for the relocation of the Pacific Highway West between Monmouth and Camp Adair was the desire to have the Pacific Highway West bypass the college buildings, and it would be extremely illogical to build a new secondary which required logging traffic to again pass through the college grounds.

[illegible] —2
[illegible]

In addition, [illegible]

Our [illegible] The preliminary estimate is as follows:

Length - [illegible] Miles

Right of Way	[illegible]
Grading, Drainage and Structures	[illegible]
Surfacing	[illegible]
Total	[illegible]

Standards

[illegible] Roadbed
[illegible]
[illegible]
[illegible]
[illegible]

I am enclosing two copies of the vicinity map, one of which is a black line print.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

[illegible]

cc to: H. G. Smith

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Camp
Projects
Access Road

D- 1-14-43

December 16, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 11, concerning the closure road access construction at Camp Adair.

With respect to the improvement of the alignment on the Independence-Granger Road, it is my request that this be submitted to Washington for final determination. In view of the action of the Army officers in repeatedly insisting on the further improvement of this road, and in view of the large amount of state funds which has been already spent on its improvement, I do not feel that it should be rejected merely from general instructions, upon which I presume you based your decision.

With respect to the cost of the McTimmonds Road section, I wish to advise that no attempt has been made to secure a maximum ten-degree curve; this is merely the standard which we felt the topography of the country would naturally afford. When the final location is made we have no objection to sharpening the curvature if it proves economical. At the north end of the job, several routes were covered by the reconnaissance, one following an old road, one following the present road, and the one reported on. It is our belief that the route adopted can be built as cheaply as the route following the existing road, since the excessive grades on that road do not make any portion of the north end salvageable.

The Pedee-Airlie Section is being built as a relief to the logging operations up Pedee Creek, which will be entirely stopped by the closure of the present Kings Valley Highway. I do not feel that a large number of logging trucks can be carried over a new grade with any less surfacing than I recommended for this section.

I am very anxious to get authority to start the location surveys on these projects, since we will have crews available this winter which have been working on the Monmouth-Corvallis Section, now shut down

See Adm - P[illegible] - Polk
1- 14-43

by winter conditions. If I can obtain authority in the immediate future to make these surveys, it will enable us to hold these engineering crews until spring, when they will again be needed.

Further delay will handicap the progress of the work. The summer will be upon us in a relatively short time and we must perform the construction in the spring and summer of next year. Local traffic is greatly handicapped by the enlargement of the cantonment and the resultant closure of the roads.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr.HM G. Smith

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OFFICE OF
ENGINEER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

By Ass Chief Eng

December 11, 1942

REFERRED TO
H G
by Chief Engineer

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of November 28 with estimate of cost in connection with closure road access construction at Camp Adair, together with vicinity maps.

We advised you previously that this office could not approve the proposals for improving the alignment on the Independence-Granger Road. The estimates on the remaining sections covered in your letter appear to be too high for county road construction. It appears that you are contemplating the construction of roads of considerably higher standard than those which are being replaced. Access money spent on closure roads should provide a facility in kind. It is therefore suggested that you review your reconnaissance data and provide us with estimates for construction of roads having standards more nearly in line with the roads which are being closed.

The width which you have designed appears to be satisfactory, in general. The principal element which you may be able to reduce is the curvature. It is noticed that you have planned on a maximum 10° curve. It is suggested that you provide us an estimate on the basis of 24° maximum curvature, with the minimum surfacing necessary to provide reasonably adequate service. Your proposed surfacing depth on the Pedee-Airlie Section, in particular, appears to be excessive.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Copy sent to Project

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Genl
Projects
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November [illegible], 1942

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
P. O. Box [illegible]
Portland, Oregon

Dear Sir:

Under separate cover I am forwarding you seven maps of the vicinity of Camp Adair showing the access roads which are necessary to replace the Kings Valley and the Dallas-Kings Valley secondary highways, a portion of which fall within the cantonment grounds and are to be closed to through traffic, together with detail estimates of cost.

I have also included two sections on the Independence-Granger Road, on which road the cantonment officials have requested alignment revisions. The Highway Department has spent in excess of $100,000 from state funds on this highway in order to satisfy the cantonment officials; therefore, I suggest that these two sections be included in the program for access funds.

The estimated cost of the various sections is as follows:

[illegible] Valley Revision (Dallas-Kings Valley Highway)	[illegible]
Pedee-Airlie Section (Replacement for Kings Valley Highway)	[illegible]
Cooper Hollow-East Section (Monmouth-Bridgeport Road)	43,000
County Line-South Section (Independence-Granger Highway)	[illegible]
[illegible] Hill Section (Independence-Granger Highway)	[illegible]
Total Estimated Cost	[illegible]

You will also find condensed estimates of cost with typical cross sections shown on the map in the vicinity of each unit.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

cc to: R. G. Smith

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PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
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POST OFFICE BUILDING
PORTLAND, OREGON

November 16, 1942

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

When your preliminary investigation has been completed in connection with the closure road situated at Camp Adair, will you please furnish this office with seven copies of the preliminary reconnaissance report and estimate.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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to use of the main westside Pacific Highway, thereby saving wear on the light oil mat which you have provided on the Independence road. On this basis, you may wish to instruct your reconnaissance locater to omit his estimate for this proposed improvement in order to save time.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

November 3, 1942

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Further reference is made to the closure road situation in connection with the expanded Camp Adair cantonment near Corvallis, Oregon.

After the conference on October 29, my representative drove over the roads proposed for improvement and found that it would be possible in some places to utilize the right-of-way, grading and surfacing on the existing road. In line with providing the minimum reasonable improvement, it is requested that you instruct your reconnaissance locater to plan on utilizing to the fullest possible extent existing right-of-way and construction.

It was also proposed at the conference that six sharp curves on the Independence-Wells road be eliminated by the construction of about a mile of roadway. This office cannot attach war essentiality to this proposal and will be unable to recommend it. The elimination of these curves would be desirable in normal times but the war-connected need of the proposal is not apparent. If the curves were eliminated undoubtedly more traffic would be invited thereby to use the road, which would in turn mean a more rapid deterioration of the oil mat which your department has provided and which it is hoped will last for the duration of the emergency. If the curves are retained more traffic would undoubtedly then be impelled to use of the main westside Pacific Highway, thereby saving wear on the light oil mat which you have provided on the Independence road. On this basis, you may wish to instruct your reconnaissance locater to omit his estimate for this proposed improvement in order to save time.

Very truly yours,

W L Lynch

W. L. LYNCH
District Engineer

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Access Roads

DA-WC 30

March 15, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 6, advising that Oregon DA-WC 30, Camp Adair Closure Roads, was formally certified by the War Department and approved by the Commissioner on March 2, 1943, and that we are authorized to proceed with the surveys of the McTimmonds Valley and Cooper Hollow Roads.

Inquiry further develops that the Pedee-Airlie Road was never approved by your office for certification to the War Department, and this was eliminated in the certification made, without an opportunity for the Highway Department to present its views which have been obtained from repeated conferences with the local citizens and interested parties.

To me your concept of the needs of this district is entirely illogical and has been founded upon a very superficial examination of the territory formerly served by the Kings Valley Secondary Highway and county roads. A recheck of the logging situation indicates that there is no possibility of the Spaulding Logging Company being able to get adequate service from the Valley & Siletz Railroad, and if the Pedee-Airlie Section be not built, their only alternative would be to haul logs toward Dallas over the McTimmonds Valley Road, which would require a much heavier surfacing than contemplated in the original design.

In the original scheme outlined by this department, an 8-inch surfacing would be adequate for the travel on the McTimmonds Valley Road, which would have cost about $12,000 per mile, since there is no cheap material in this vicinity, and the surfacing must be manufactured from blocky basalt rock. If logging traffic is to use this road, the thickness would need to be increased to 18 inches, which would cost about $24,000 per mile, or an increase of $12,000 per mile or $72,000 for the job. Since this is fifty per cent of the cost of the Pedee-Airlie Section, it would appear that the scheme is being disarranged badly without adequate savings.

The alternate estimates are as follows:

McTimmonds Valley Revision (Light surfacing)	$231,000	McTimmonds Valley Revision (Heavy surfacing)	$303,000
Pedee-Airlie Section	152,000	Cooper Spur	43,000
	$383,000		$346,000

Therefore, adequate service could be given for the community traffic toward Monmouth and the logging traffic and community traffic toward Airlie, for only $37,000 more than would be necessary to make a log road out of the McTimmonds Valley Road and build the Cooper Spur so that the local people could travel to Monmouth.

Consideration should also be given to the permanency of the improvements. The Pedee-Airlie-Suver and McTimmonds Valley roads are so located that they can permanently replace the Kings Valley Secondary and the Dallas-Kings Valley Secondary throughout the area covered by the cantonment, and these roads need never be rebuilt if the camp be abandoned and the land returned to private ownership. Thus, many hundred thousands of state and federal funds would be saved for very little additional cost.

The Kings Valley and the Dallas-Kings Valley roads were built by property taxes. These outlets were destroyed by the Army taking them into the cantonment area. These roads made possible a connection from an important farming and logging section with the county seat at Dallas and with the trading center of Independence. It is no more than just and right that equivalent facilities be provided by the Government. I do not believe that a choice of either one will suffice; both roads should be built.

Permit me to advise you that surveys on both these roads will be completed within about three weeks. Immediate approval should be given for their construction, as the delay will make it impossible to do the work in the short summer season. The job should be contracted in April.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HY

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WC-30

March 6, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that the project statement for Oregon DA-WC 30, Camp Adair Closure Roads, was formally certified by the War Department and approved by the Commissioner on March 2, 1943.

You are hereby authorized to proceed with the survey and study of the McTimmonds Valley Road from the Kings Valley Highway northerly and the Cooper Hollow Road from Cooper Hollow Creek westerly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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DA-WC 30(1) Monmouth-Pedee Br. Proj., 1943
Bridgeport-Monmouth Co. Rd. &
#2643 Dallas-Kings Valley Secon.

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DA-WC 30(1)

November 23, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of time extension for J. F. Johnston, Contract No. 2643 for bridge construction on the Monmouth-Pedee Road in Polk County, Project No. DA-WC 30(1).

This is in response to your letter request of November 22.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RA:LH

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DA-WC 30-1

November 23, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of time extension for J. F. Johnston, Contract No. 2643 for bridge construction on the Monmouth-Pedee Road in Polk County, Project No. DA-WC 30(1).

This is in response to your letter request of November 22.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RA:LH

EXCERPT FROM MINUTES OF MEETING ON MAY 9, 1944

OF THE OREGON STATE HIGHWAY COMMISSION

J. F. Johnston, Contract No. 2643, for the construction of bridges on the Monmouth-Pedee Road in Polk County, requested an extension of time from November 30, 1943 to April 26, 1944 within which to complete this job. He attributed his failure to complete the contract within the specified time limit to delay in obtaining certain materials. The engineer advised that the reason given by the contractor for overrunning the time limit is correct, he having encountered considerable difficulties in obtaining lumber for the structures, particularly the Port Orford Cedar surfacing for the bridge decks. He recommended in view thereof that the extension of time requested by granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

November 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 19, 1946 enclosing copies of time extensions for contracts Nos. 2585 and 2642 which were to cover Oregon Project No. DA-WC 30(1), Monmouth-Pedee Section of the Bridgeport - Monmouth and Dallas - King's Valley Highways.

As it is found that the time extension for contract No. 2585 does not cover the bridges on this project and that the copies of time extension needed are those covering contract No. 2643, all copies are returned herewith. Will you please send us copies of the extension of time for F. Johnston's contract No. 2643 at your earliest convenience.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encl:

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OREGON
STATE HIGHWAY COMMISSION

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MAY 16 1944
FOR [illegible]

OA-WC 30 (1)

May 16, 1944

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on May 9, 1944, granted you the extension of time requested, from November 30, 1943 to April 26, 1944, without penalty, in connection with contract No. 2643 for the Monmouth-Pedee Bridge Project in Polk County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
MAY 1_ 1944
FOR FILING

DA-WC 30.1

May 12, 1944

Columbia Casualty Company of New York
Jas. McI. Wood, West & Co.
625 Pailing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2643 for work on the Monmouth-Pedee Bridge Project on the Bridgeport-Monmouth Co. Road and Dallas-Kings Valley Secondary Highway, in Polk County, has been completed by the contractor, J. F. Johnston, and that final payment in the amount of $1,828.40 will be made on or after May 22, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,838.16 and that no force account work was performed therein. This contract was completed on April 26, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
SEP 21 1943
FOR FILING

DA-WC 30-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 17, 1943

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WC 30(1), the Burns Corner-Pedee and Fern Creek-Monmouth Sections.

During a recent inspection it was noted that while the grading contractor is making very good progress, the bridge contractor, J. F. Johnston, Newberg, is making very poor progress considering that all of his work should be completed before the first of the year. May we suggest that the contractor be impressed with the necessity of speeding up the construction of the bridges and culverts under his contract.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
SEP 18 1943
OREGON
STATE HIGHWAY COMMISSION

copy sent to [illegible]

RECEIVED
SEP 7 1943
FOR FILING

DA-WC 30-1

September 4, 1943

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2643 which was awarded you on August 20, 1943, by the State Highway Commission, covering one log span on piling, two pile trestle bridges, and three concrete culverts, on the Monmouth-Pedee Bridge Section of the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, in Polk County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

EB

RECEIVED
SEP 9 1943
FOR FILING

SH-WO 22-1

August 21, 1943

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has awarded to you, as of August 20, 1943, the contract for the construction of bridges and culverts on the Monmouth-Pedee Bridge Project on the Bridgeport-Monmouth County Road and the Dallas-Kings Valley Secondary Highway, in Polk County. This award was based on your low bid of $14,270.00, submitted on July 28, 1943.

Contract forms for your acceptance and execution will be forwarded to you within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBG:RS

cc - S. H. Probert
G. S. Paxson

M

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, AUGUST 21, 1943

J. F. JOHNSTON
800 SHERIDAN STREET
NEWBERG, OREGON

STATE HIGHWAY COMMISSION ON AUGUST 20, 1943, AWARDED YOU CONTRACT FOR MONMOUTH-PEDEE BRIDGE PROJECT ON BRIDGEPORT-MONMOUTH COUNTY ROAD AND DALLAS-KINGS VALLEY SECONDARY HIGHWAY, IN POLK COUNTY, BASED ON YOUR LOW BID SUBMITTED JULY 28, 1943. CONTRACT FORMS FOLLOW SHORTLY.

W. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Files

DA-NC 11(1) Astoria Airport Sec., 1943
Oregon Coast Hwy.

RECEIVED
NOV 8 1946
FOR FILING

DA-NC-11-1

November 7, 1946

Mr. F. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are six copies of Price Agreement No. 9 covering excavation below grade on the Astoria Airport Section of the Oregon Coast Highway, F. A. Project No. DA-NC 11 (1), as requested in your letter of November 6.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:SM

Encl.

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

November 4, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher submitted for Oregon Project No. DA-NC 11(1), Astoria Airport Section of the Oregon Coast Highway.

In this instance it is desirable that copies of Price Agreement No. 9 be forwarded to support the excavation item on page 3 of the voucher. Please send us copies at your earliest convenience.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
NOV 6 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible] 1946
FOR FILING

DB-NC 11 (1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1946

SUBJECT: Claim of Lewis and Clark Co.

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am returning, herewith, letter from George Gray, concerning dredging of their log dump at Lewis and Clark River.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:MH
Enc.

Referred to Smith.

RECEIVED
FEB 19 1946
FOR FILING

DA-NC 11(1)

mt # 2644

Salem, Oregon
February 15, 1946

Mr. H. G. Smith

I am returning the file in connection with the claim made by George S. Gray.

Please note particularly Mr. Devers' letter of February 13. Before replying to Mr. Gray, I would like to get the benefit of any comments which you have to make in regard to Mr. Devers' letter.

I think Mr. Devers is simply trying to get every possible angle before writing Mr. Gray.

C. B. McCullough

CBM:ej
Attach.

(In connection with Lewis & Clark boom)

R. H. Baldock

RECEIVED
FEB 25 1946
FOR FILING

Feb[illegible]ry 14th, 1946

Astoria Airport Section
Contract #2644

FINAL COST ANALYSIS

Grading and Bituminous Macadam Surfacing
C. H. Wheeler, Contractor
J. H. Scott, Resident Engineer

Oregon Coast Highway
Prefix DA-NC-11(1)

NOTED
State Highway Engineer

DA-NC 11-1

Item	Quantity	Unit	Cost	Revenue	Unit Cost	Unit Bid
Clearing & Grubbing	All		$44,380.27	$50,000.00 5,900.00		
Logs Sold to Sawmill		Included in Clearing & Grubbing				
Extra Clearing	1.17	Acre	452.16	585.00	$386.46	$500.00
" Grubbing	0.92	"	376.81	460.00	409.58	500.00
Felling Danger Trees	43.9	Sq. Ft.	28.80	43.90	0.65	1.00
Struct. Excav., Unclass.	2,085.6	Cu. Yd.	3,268.14	4,171.20	1.57	2.00
Trench " "	4,839.4	" "	5,802.63	7,259.10	1.20	1.50
General " "	430,195.7	" "	123,720.11	107,548.93	0.286	0.25
Short Overhaul	1,618,193.3	Yd. Sta.	18,688.83	16,181.93	0.012	0.01
Long "	33,289.5	C-Yd. Sta.	15,347.25	13,315.80	0.46	0.40
Rounding Cutbanks	8,300	Lin. Ft.	1,045.75	1,245.00	0.126	0.15
Finishing Roadbed and Slopes	4.71	Miles	3,518.58	942.00	747.04	200.00
8" Concrete Drain Tile	395	Lin. Ft.	165.85	197.50	0.42	0.50
12" Concrete Pipe	402	" "	508.26	482.40	1.27	1.20
18" " "	909	" "	2,945.07	2,136.15	3.24	2.35
24" " "	249	" "	1,100.87	809.25	4.42	3.25
24" Extra St. Conc. Pipe	249	" "	1,163.70	878.97	4.67	3.53
36" Concrete Pipe	257	" "	1,920.49	1,413.50	7.47	5.50
48" " "	313	" "	3,462.97	3,756.00	11.06	12.00
48" Extra St. Conc. Pipe	292	" "	3,448.13	3,723.00	11.81	12.75
Rock or Gravel Backfill in Drains	13	Cu. Yd.	36.35	39.00	2.80	3.00
Lumber and Timber	47.384	M-FBM	2,779.21	3,790.72	58.65	80.00
4½"-0 Mat'l in Subbase	50,865.5	Cu. Yd.	121,122.16	76,298.25	2.38	1.50
*4½"-2" Rock in Base	10,575.0	" "	36,019.60	35,955.00	3.40	3.40

Astoria Airport Section - Final Cost Analysis.

Item	Quantity	Unit	Cost	Revenue	Unit Cost	Unit Bid
*3/4"-0 Rock in Base & Shoulders	10,656.5	Cu. Yd.	$36,232.10	$36,232.10	$3.40	$3.40
*Sprinkling	44	M-Gal.	110.00	110.00	2.50	2.50
*Preparation of Base	3.9	Miles	1,170.00	1,170.00	300.00	300.00
*Furn. & Place Aggregates	6,953	Cu. Yd.	28,854.95	28,854.95	4.15	4.15
* " " " 120-150 Asphalt	380.39	Ton	12,552.87	12,552.87	33.00	33.00
*Furn. & Plage Emulsified Asphalt	69.36	"	2,496.96	2,496.96	36.00	36.00
PA #2, Selected Borrow in Place	2,530.5	Cu. Yd.	2,045.69	1,897.88	0.81	0.75
PA #3, Sand Filler in Place	605.0	" "	854.90	907.50	1.41	1.50
PA #4, 4½"-0 Mat'l in Subbase	4,994.5	" "	13,485.15	14,234.33	2.70	2.85
*PA #5, Mineral Aggregate in Stockpile	390.0	" "	1,170.00	1,170.00	3.00	3.00
*PA #5, 3/4"-0 Rock in Stockpile	450.0	" "	1,350.00	1,350.00	3.00	3.00
*PA #6, Lumber & Timber in Place	16.589	M-FBM	1,376.89	1,376.89	83.00	83.00
*PA #6, Piling in Place	943.5	Lin. Ft.	1,358.64	1,358.64	1.44	1.44
PA #7, Rock in Backfill	2,301.0	Cu. Yd.	4,852.61	4,717.05	2.11	2.05
*PA #8, Class "B" Asphaltic Concrete in Place	736.5	Ton	5,707.88	5,707.88	7.75	7.75
PA #9, Excavation Below Grade	1,706.0	Cu. Yd.	2,621.82	4,179.70	1.54	2.45
Force Account			3,338.65	3,338.65		
			$507,956.08	$452,888.00		

* Work sub-contracted.

Airport Section - Final Cost Analysis.

Total Cost	$507,956.08
Gross Revenue	452,888.00
Net Loss	$55,068.08

Net Loss Equals 12.2% of Gross Revenue

Detail of Cost

Labor:

Supervision	$29,030.16	
Labor	87,941.85	
State Industrial Accident Insurance	6,556.35	
Social Security & Unemployment Insurance	4,584.59	
		$128,112.95

Materials:

Lumber	46	M-FBM at	$38.00	$1,748.00	
8" Concrete Drain Tile	395	Lin. ft. at	$0.35	138.25	
12" Concrete Pipe	402	" " "	0.65	261.30	
18" " "	909	" " "	1.65	1,499.85	
24" " "	249	" " "	2.45	610.05	
24" Extra St. Concrete Pipe	249	" " "	2.73	679.77	
36" Concrete Pipe	257	" " "	4.00	1,028.00	
48" " "	313	" " "	7.00	2,191.00	
48" Extra St. Concrete Pipe	292	" " "	7.75	2,263.00	
Rock Purchases from Various Sources				63,979.00	
					74,398.22

Equipment Rental & Misc.:

Equipment Rental (Including Repairs)	$79,492.94	
Rented Equipment	48,053.48	
Gas, Oil & Grease	22,479.46	
Freight & Cartage	6,201.95	
Lumber	1,963.53	
Explosives	371.93	
Wire Rope	886.49	
Rubber Belting	482.08	
Small Tools & Misc. Supplies	3,166.65	
P.U.C. Fees	277.81	
Home Office & General Overhead	5,465.90	
Payment to Warren Northwest, sub-contractor	125,361.16	
" " Makela, sub-contractor	2,735.53	
Expense Accounts	4,566.96	
Bond	3,939.04	
		305,444.91
Total Cost		$507,956.08

Remarks:

This was a "Federal Access Road Project" and consisted of the construction of 3.21 miles of highway roadbed, the construction of approximately 40,700 cubic yards of rock subbase, 16,000 cubic yards of rock base and shoulders, the construction of 3.21 miles of bituminous macadam wearing surface and the widening, grading and oiling of approximately 0.71 mile of airport connecting roads.

The project was bid on July 28th, 1943 but was not awarded until August 21st. Due to the short work season the contractor started operations August 8th, or approximately two weeks before he actually received the contract, on the assumption that the contract would be awarded.

This was the first State Highway construction project to be undertaken by this contractor, his previous experience being limited to logging operations, the building of logging roads and some airport construction work. A good crew of experienced loggers made good progress falling and grubbing, but many trees fell off the right of way, and stumps and debris were pushed off along the edge of the right of way. After grading was done, the logs and debris were dragged back onto the right of way and burned. A good profit was made on clearing and grubbing, but a larger profit could have been made.

Grading operations started shortly after clearing with six RD-8 tractors and four 20 cubic yard carryalls. Two more tractors and carryalls were added August 26th. An elevating grader and ten trucks were brought in for the long haul, work by these units starting about September 1st. The material was totally unsuitable for elevating grader work, being composed of a hard blue compacted clay that would be hard for shovel to dig. The elevator worked at from 50 to 60 percent efficiency while in actual operation, with a large amount of down time for repairs.

Due to an extremely wet summer and fall, the contractor was unable to complete grading during 1943. About 245,000 of the estimated 475,000 cubic yards of excavation was finished by October 30th.

It was apparent by this time that the contractor did not intend to continue this type of work and intended to finish his present contract with the least possible loss. During December he sold a large portion of his equipment and by spring had sold considerably more.

Clearing was resumed May 2nd, 1944, with one tractor and log drum. May 10th an additional four tractors started on clearing and cleanup. Grading operations were resumed May 15th, using tractors and carryalls, but due to bad weather did not get into full production until June 1st. Roadbed grading was completed August 20th, but because of soft clay encountered in several cuts, it was necessary to excavate below subgrade and backfill with more stable materials. The soft material was excavated by a 1¼ cubic yard dragline shovel and loaded into carryalls. Cost of moving this material was expensive, and, after considerable negotiation, the contractor was allowed $2.45 for all materials excavated in this manner.

Considerable difficulty was encountered in obtaining rock for subbase. The contractor originally intended to obtain gravel from the Harthill bar located

Remarks - Cont'd.

about 7 miles from the project over an existing county road. Due to the heavy trucks used, the County closed this road to truck hauling after a small amount of rock had been hauled, and the contractor was forced to make other arrangements. Rock was then furnished from the Hildebrand quarry in Astoria and later from the Wilson plant at Seaside. Haul on material from the latter source averaged 20 miles and accounted for a large proportion of the loss the contractor sustained on the project.

Base rock, mineral aggregate and oiling items were sub-contracted to Warren Northwest who made a small profit on the crushing but sustained a loss on oiling because of inclement weather.

In general, the loss sustained by the contractor can be attributed to the following causes: Low bid on several items, $98,000 below second bid, scarcity of qualified labor, high cost of rented equipment, high cost of subbase rock purchased due to long haul and delays due to inclement weather.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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FOR FILING

DA-NC 11(1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 22, 1946

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	236	2644	16F	C. H. Wheeler	$27,221.35	281860	ok, gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

NOTED ON CARD
1-22-46 gl

Mr. Glaisyer:

The notice of acceptance is on file in our office for this job.

CHM

ACCOUNTING DIVISION

By C.H.M.
Bookkeeping Dept.

Approved
Secretary

RECEIVED
JAN 24
FOR FILING

DA-NC 11(1)

Salem, Oregon
January 21, 1946

Cont. 2644

Mr. S. H. Probert
Office Engineer
O F PI CE

Dear Sir:

We are handing you herewith two fully executed copies of the agreement between the State Highway Commission and C. H. Wheeler which has to do with the construction of the Astoria Airport Section of Highway U.S. 101.

One copy of this agreement has been retained by Mr. Glaisyer for the Commission's files and one copy has been mailed to Mr. Wheeler.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:HM
cc - H. G. Smith

DA-NC 11 (1)

January 17, 1946

Mr. C. H. Wheeler
612 Pittock Block
Portland 5, Oregon

Dear Sir:

I am sending to you herewith, for your records and files, a fully executed copy of an Agreement between the State Highway Commission and yourself for the construction of the Astoria Airport Section of the Oregon Coast Highway, covering grading and bituminous macadam paving, and identified as contract No. 2644.

Very truly yours

H. B. Glaisyer
Secretary

gl
Attachment

agreement Enclosed 1-17-46
gl

MISC. CONTRACTS and
AGREEMENTS No. 2619

RECEIVED
JAN [illegible]
FOR FILING

DA-NC 11 (1)

Salem, Oregon
Jan. 17, 1946

Agreement for the construction
of the Astoria Airport Section

Mr. C. B. McCullough

I hand you herewith, for further handling, three fully executed copies of an Agreement between the Highway Commission and C. H. Wheeler for the construction of the Astoria Airport Section of the Oregon Coast Highway covering grading and bituminous macadam paving and identified as contract No. 2644.

I have retained the original for the Commission's files and have sent one copy to C. H. Wheeler.

H. B. Glaisyer
Secretary

gl
Attachment

RECEIVED.
JAN 16 1946
FOR FILING

DA-NC 11 (1)

January 15, 1946

Mr. C. H. Wheeler
Pittock Block
Portland, 5, Oregon

Dear Sir:

Present indications are that it will be about January 23rd before we can mail to you the warrant covering final payment on the Astoria Airport Section Contract (Contract No. 2644).

The voucher will be signed by the Highway Commissioners on the 18th and will go to the Secretary of State immediately thereafter. The auditing and issuing of warrant by the Secretary of State usually requires about three days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

C. H. WHEELER
PITTOCK BLOCK
PORTLAND 5, OREGON

January 12, 1946

State Highway Commission
Salem, Oregon

Attention: Accounting Dept.

Gentlemen:

Regarding Contract #2644. We returned the final estimate #16 with all papers signed by C. H. Wheeler.

As we have considerable taxes to meet on the 15th of this month we would appreciate anything you could do to expedite the payment of our account. We intended phoning you and explaining our position but as you know it is impossible to talk long distance.

We wish to take this opportunity to thank you for the courteous treatment received from your offices during this contract.

Yours very truly,

C. H. WHEELER

By Schaefer

CHW:HK

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EGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 14 1946
FOR FILING

DA-NC 11 (1)

January 9, 1946

Glens Falls Indemnity Company,
Rodgers Insurance Agency, Agents
Title & Trust Building
Portland 5, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2644 for work on the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County, has been completed by the contractor, C. H. Wheeler, and that revised final payment in the amount of $27,221.35 will be made on or after January 19, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $452,888.00, of which amount $3,338.65 represents the amount of force account items. This contract was completed on October 11, 1945 and accepted by the Commission on October 29, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON [illegible]

gl 1-9-46, gl

DA-NC 11-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 24 1945
FOR FILING

November 16, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NC 11(1), Astoria Airport Section of the Oregon Coast Highway ________________, was made by a representative of this office on October 24, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

J. M. Davis
J. M. DAVIS
District Engineer

~~By~~

~~E. C. Caufield~~
~~Sr. Highway Engineer~~

RECEIVED
NOV 21 1945
OREGON
STATE HIGHWAY COMMISSION

Jem

RECEIVED
NOV 14 1945
FOR FILING

DA-NC 11-1

November 13, 1945

Glens Falls Indemnity Company,
Rodgers Insurance Agency, Agents
Title & Trust Building
Portland 5, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2644, for work on the Astoria Airport on the Oregon Coast Highway in Clatsop County, has been completed by the contractor, C. H. Wheeler, and that final payment in the amount of $23,164.95 will be made on or after November 23, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $448,831.60 of which amount $3,338.65 represents the amount of force account items. This contract was completed on October 11, 1945, and accepted by the Commission on October 29, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON CARD
11-13-45, gl

gl

RECEIVED
NOV 6 1945
FOR FILING

DA-NC 11-1

November 5, 1945

Mr. C. H. Wheeler
612 Pittock Block
Portland 5, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from August 1 to October 12, 1945, without penalty, in connection with contract No. 2644 for grading and surfacing on the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: T. M. Davis
District Engineer

RECEIVED
NOV 5 1945
FOR FILING

DA-NC 11-1

October 27, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on October 11, 1945, on Contract No. 2644, Astoria Airport Section, Oregon Coast Highway, in connection with Federal Aid Project No. DA-NC 11 (1).

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Dictated by D. B. Parkes/GS

RECEIVED
OCT 23 1945
FOR FILING

DA-NC 11-1

October 23rd, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time of twelve days for C. H. Wheeler on the Astoria Airport Section, Contract No. 2644, DA-NC-11(1).

The contractor was delayed in burning on account of the late fire season and restrictions but has finally completed the job in a satisfactory manner.

I recommend that the extension be granted without penalty.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

B

cc to: H. G. Smith

Form E-1—5M—6-44

1: A-NC 11-1

RECEIVED
15 1945

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13th, 1945

Section Astoria Airport
Kind of work clearing-grading-surfacing
Highway Oregon Coast
Section prefix 4-1048 DA-NC 11(1)
Contractor C.H.Wheeler
Contract number 2644
Date of contract August 21st, 1943
Date of completion August 31st, 1944
Date work started August 8th, 1943
Estimated date of completion ...., 19....
Amount of contract $393,903.50
Per cent of time elapsed 100 plus %
Estimated cost of completed project, exclusive of engineering $ 485,000.00
Per cent of contract completed, based on total contract price 100 %
Date project was completed October 11th, 1945
Engineering cost to date, $ 20568.70, 3.5 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Weather fog or overcast all week but good burning weather.

Mr F.D.Eason, Division Engineer,over the project on the 11th and thought it good enough to accept except a little clean up at station 211 which was done later in the day.There remains a small pile on either side of the road at station 207 of stumps and parts of logs.Not much of this really came from the R/W altough some did.On the South side of the highway on the Clark V.Hedeen property,the contractor had cleared off all the land between station 207 and 211 and between the highway and the county road and the owner has burned all the debris but this one pile which is off the R/W.On the opposite side of the highway on the Haggren property,there is a pile of stumps and pieces of logs part of which came from the R/W and party from the Hagren land.Mr Hagren has agreed to burn this debris which is not on the R/W.From station 215 to 230, the contractor liled and burned the debris on the North side of the road except twp piles which he piled up and Mr Hagreen will burn.There is a small pile on the Hagren land about 200 feet South of stat 225 which Mr Hagren also agrees to burn.Contractor says that he will furnish signed agreements from vboth of these owners that they will complete the burning and release the contractor and the State.This is perhaps not the best arrangement but is as far as the contractor will go.However ,the contractor has done so much work on these places and the percentage of debris from the R/W in the piles is so small that it is probably all right.

Called on Mr A.H.Danielson,Clatsop County Engineermand Mr Chas.Henrys,County Cruiser, and they have looked over the Clatsop County land from station 157 to 182 and state that it has been cleared up in a satisfactory manner and they will so report to the County Court.The Court had previously stated that they would accept any faverable report made by these men.

In the clean up operations,all of the R/W posts which had been set between station 155 and 182 were knocked down by stumps being dragged over them.It is not known whether or not the pins were knocked out.These will be checked and rest at a later date.

Supt. reports that men have been plentiful the last ten days and if that condition had existed earlier ,he would have finished some weeks ago.

NOTED
E A PEASE

Signed J.H.Scott
J. H. Scott

Address Nehalem,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Clearing clean up

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
es in project	4.9				
les partially completed					
les completed	~~xx~~x 4.9				
tal estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....; Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers 1........, Sheep-foot rollers ...., 1 truck ...., ...

OCT 15 1945

Oct	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 7	clear		
Monday	"		
Tuesday	fair		
Wednesday	"		
Thursday	"	Job completed	
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
1945
FOR FILING

LA-NC 11-1

August 28th, 1945

Mr. T. R. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In answer to your letter of August 23rd, I wish to advise that the contractor is at work finishing up the cleaning up operations on Oregon DA-NC 11(1), the Astoria Airport Access Road.

The report is, however, that there are no living quarters available in the entire Astoria area, and it is questionable whether the men shipped down from Portland will remain on the job.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. C. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 23, 1945

RECEIVED
AUG 24 1945
OFFICE OF
[illegible] ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 9, 1944, requesting our concurrence in an extension of time to October, 1945 to permit the cleanup of the clearing operations on Oregon DA-NC 11(1), the Astoria Airport Access Road. Our concurrence was made by letter of October 23, 1944.

This extension was made so the contractor would be able to pile the debris with a bulldozer during the dry season this year and burning to be done when the proper authorities permitted. However, it is absolutely necessary that the piling be accomplished before rains start and our inspections of this project show that the contractor has made no effort whatever to do this work in spite of the fact that he has had the entire summer season. It will be only a short time until the fall rains start and the contractor will then be unable to complete this project.

We strongly urge that the contractor be forced to complete the piling of the debris while weather permits and that the burning be done as soon as possible.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

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AUG 2 [illegible] 1945
STATE HIGHWAY [illegible]SION

RECEIVED
MAR 24 1945
FOR FILING

DA-NC 11-1

March 23rd, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In answer to your letter of March 22nd, questioning the State Force Order dated March 5th, covering the construction of a road connection to Mrs. Mahoney's property on Chester Street, Warrenton, Oregon DA-NC 11(1), Astoria Airport.

Our attorneys have held that Mrs. Mahoney's technical right to a road crossing private property is quite immaterial, since it has been there for many years, and she could raise the question of access, since we had to purchase right of way from her.

In our right of way agreement with Mrs. Mahoney, we agreed to furnish her access.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

March 22, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to State Force Order dated March 5, 1945 covering the construction of a road connection to a Mrs. Mahoney's property on Chester Street, Warrenton, Oregon DA-NC 11(1), Astoria Airport, submitted with Mr. McCullough's letter of March 12th.

The reason why this road should be constructed is not clear. Did Mr. Stevens construct his house on a platted street or was Mrs. Mahoney's road only in use as a sufferance until the owners of the lots decided to build. From the explanation given we are in doubt if this is a legitimate right-of-way cost and would request that the reasons for participating in the cost of this road be further explained.

It is of course understood that this office is not willing to request additional Federal funds for this project.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED FOR FILING

DA-NC 11(1)

March 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of February 28, 1944, submitting a revised estimate for Oregon DA-NC 11(1), the Astoria Airport Access Road.

This estimate was revised to include the items mentioned in Mr. Probert's letter above referred to, from $478,819.85 to $517,290.15, an increase of $38,470.30.

We are today in receipt of wire advice that $38,470.30 additional funds have been reserved to cover this increase in cost.

Very truly yours,

WHLynch
W. H. LYNCH
District Engineer

RECEIVED
MAR 22 1944
OREGON
STATE HIGHWAY COMMISSION

L

RECEIVED
MAR 19 1945
FOR FILING

DA-NC 11 (1)

March 12, 1945

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is order for state force work covering the construction of an approach road on the Astoria Airport Project, DA-NC 11 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. Rhodes/GS

Encl.

RECEIVED
DEC 21 1944
FOR FILING

DA-NC 11(1)

December 21, 1944

Mr. C. H. Wheeler
Pittock Block
Portland 5, Oregon

Dear Mr. Wheeler:

The State Highway Commission, at its meeting on December 19, 1944, granted you the extension of time requested from August 31, 1944, to October 1, 1945, without penalty in connection with Contract No. 2644 for the construction of the Airport Road Section of the Oregon Coast Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
CC to: Mr. Eames

NOTED ON CARD
12/21

RECEIVED
DEC 8 - 1944
FOR FILING

DA-NC 11 (1)

Salem, Oregon
December 8, 1944

Mr. W. W. Stiffler
Ass't Maintenance Engineer
Office

Dear Sir:

Herewith copy of permit and agreement between the State Highway Commission and Lewis & Clark Boom Company with respect to the reconstruction and future maintenance of a pile trestle deck connection to the Oregon Coast Highway at the westerly end of the Lewis & Clark River Bridge, which was requested in your letter of December 1st.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK
enc.

FORM E-30 2M 5-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1944

SUBJECT: Agreement between Highway Commission and Lewis & Clark Boom Co.

To:

Mr. C. B. Mc Cullough
Assistant State Highway Engineer
Department

Dear Sir:

Could you favor this office with a copy of the permit agreement entered into by the Oregon State Highway Commission and Lewis & Clark Boom Company, relative to the reconstruction and future maintenance of a pile trestle dock connection to the Oregon Coast Highway at the westerly or southerly end of the Lewis and Clark River Bridge.

Very truly yours,

W W Stiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

ECEIVED
1944

FOR FILING

AA-No 11-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17th, 1944

SUBJECT: Astoria Airport Section

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I find it very difficult, from my lack of detailed knowledge of the law, to form an opinion as to whether C. H. Wheeler has any claim in a court of equity for additional compensation on the Astoria Airport Section. Therefore, I can only recite the history of the case leading up to the award of the contract so that the Attorney can form an opinion as to whether any additional compensation can be made the contractor.

There are several sites in the vicinity of Astoria from which rock or gravel have been secured in the past. Many of these have been depleted, and practically all of them are controlled by material producers of Astoria so that it is impossible for the State Highway Department to designate a definite source of material. In addition, the Astoria Airport Section was surveyed at a time when men for testing purposes could not be hired at any price, and the entire engineering personnel which could be transferred to that section was engaged in making the surveys and accommodating them to the frequent changes made by the Navy Department in the length of the runways. Therefore, it was advisable to permit the contractor to secure his own material, and the contract provided that: "The contractor shall himself and at his own expense acquire the right to excavate the rock and gravel required and the right to use property for the crusher set-up, for bunkers, for hauling roads etc."

"The material to be used in the construction of the rock subbase shall be hard, durable and otherwise suitable pit-run gravel, screened gravel, crushed gravel, quarry-run rock or crushed rock which, when subjected to the standard Los Angeles Abrasion Test of Coarse Aggregates (A.A.S.H.O. Method T-96) shows a percentage of wear as follows:

Kind of Material	Maximum Percentage of Wear
Rock	35
Gravel	24

That part of the material used in the construction of the subbase which passes the No. 40 sieve (U. S. series) shall, when subjected to the Standard Method of Determining the Plasticity Index of Soils (A.A.S.H.O. Method T-01) show a plasticity index not exceeding six (6)."

The well-known and previously used sources of material were the Hildebrandt quarries in Astoria, the McManus quarry in Astoria, the gravel bars in the Lewis & Clark River about eight miles south of the job, one of which had been operated by Hildebrandt for many years as a source of the concrete aggregate used in Astoria, various quarries in the vicinity of Olney and Barth falls and quarries and talus pits between Seaside and Cannon Beach Junction.

The contractor originally bid on the Hildebrandt quarry, but the Highway Commission prior to the award discussed the ban on the Hildebrandt quarry with him and gave him the opportunity to withdraw his bid. Nevertheless he elected to proceed with the job apparently on the assumption that there were so many quarries and gravel pits in the vicinity of Astoria that he could find one where the haul would be comparable to that upon which he had based his bid.

After the main Hildebrandt quarry had been turned down by the City, the contractor suggested the use of several cemented gravel pits lieing on the river south of the job, but none of these pits would pass the specifications for P.I. He then started to use the gravel from the Lewis & Clark River, but these bars, although similar bars had been operated for many years for the production of concrete aggregate, did not prove to be consistent when operated with a large dragline. They contained streaks and pockets of silt which had an excessive P.I., so that the product could not pass the specifications unless processed and operated in a more careful manner than the contractor was willing to do. The hauling equipment was so large that the County Court practically stopped the hauling. For these reasons he concluded that the use of the gravel in the Lewis & Clark River was impractical and suspended operations from that source.

Since then he has investigated all the other rock deposits, particularly one about eight miles east of Astoria which looked very favorable but which proved disappointing upon stripping with a bulldozer. He has now completed arrangements with the owner of the talus deposit south of Seaside to purchase material from him at a delivered price of $2.25 per yard on the road plus hauling tax.

I might say that the contractor has handled a very difficult clearing and grading operation in a highly satisfactory manner. In fact, I would consider that he has handled the clearing in a very unusual manner since the restrictions, both from the point of view of fire hazard due to the season of the year and the Army and Navy regulations, were very severe, making it practically impossible to clear and burn in an ordinary manner. In spite of this he has kept sufficient clearing in advance of his grading to carry that on in the best possible manner.

The contractor when he bid this job had a large amount of grading, hauling and crushing equipment, but he is primarily a logging and sawmill operator, and soon after he took this job he seems to have decided that he could not carry on such unlike operations and to have decided to discontinue the contracting. He then proceeded to sell his crushing and hauling outfits, and apparently he is trying to finish this job in the least bothersome manner. Therefore, it is rather difficult to tell whether his decision to haul material from Seaside is governed by absolute necessity or merely from his desire to close the job out with the least bother even though he has to take a loss. I doubt if any of our regular contractors would arrive at such a decision, and I believe he could have found it possible to secure topping material at considerably less expense had he been willing to install a plant and process any of the rock or gravel deposits found within an economical haul radius. Nevertheless all the various contractors who have worked on the Astoria Airport for the Navy Department or the various jobs in the vicinity of Fort Stevens have considered it necessary to haul their ballast material from south of Seaside.

The contractor apparently feels that there was sufficient evidence of rock and gravel being available in the vicinity of the job to accept the award of the contract, but since every one of the numerous sources has proven impractical for use in some respect and since he has to procure his material from a much longer distance than he originally deemed necessary, that he is justified in asking for an equitable adjustment of the contract.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

C. H. Wheeler	$1.50
Erickson Paving	1.50
Peter Kiewit Sons	2.50
J. C. Compton & E. C. Hall	3.50
McNutt Bros.	2.25
State Highway Estimate	2.50

Wheeler and Erickson were considerably below the other bidders.

52,309 cu.yds. of 4½" - 0" material in subbase was required, 25,549 cu. yds. have been placed and 26,760 cu. yds will be required to finish the project.

In addition to these quantities 4995 cu. yds. of 4½"-0 washed and crushed rock required to expedite the opening of parts of the project was placed under price agreement.

Yours very truly,

E H Clymer

E. H. CLYMER,
Cost Analyst.

EHC/H

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
June 30, 1944.

To:
Mr. H. G. Smith,
Construction Engineer,
Office.

SUBJECT: Astoria Airport Section.

Dear Sir:

With reference to the letter from C.H. Wheeler, requesting additional compensation for the remainder of the $4\frac{1}{2}$"-0 material in subbase required to complete the Astoria Airport Section, Contract No. 2644.

If this request is granted and the price is increased from the bid price of $150 per cubic yard to the $2.85 per cubic yard requested for the 26,760 cubic yards required to complete the project it will increase the cost $36,126.00.

The contract specifies that the contractor shall, himself, and at his own expense, acquire the right to excavate the rock and gravel required, and that all expense involved in the developing and operating of the source or sources of material used, shall be borne by the contractor. The State Highway is not legally responsible for the contractor's inability to find a source of material within a reasonable distance from the project.

The contractor's bid price of $1.50 per cubic yard indicates that he did contemplate a source within a fair distance of the project such as the Hildebrandt Quarry. They will be unable to bring the rock from the commercial quarry five miles south of Seaside which is about a 21 mile haul and place it in the subbase for $1.50 per cubic yard as the owner of the commercial quarry wants $2.25 per cubic yard delivered on the job. After the rock is delivered it will be necessary for the contractor to dump, blade and roll which will cost about $0.25 per cubic yard.

The price requested, $2.85 per cubic yard will net the contractor a small profit.

The bid prices received on $4\frac{1}{2}$"-0 rock subbase from the various contractors who bid on this project were as follows:

REFERRED TO
H6 [illegible]
By Chief Engineer
you recom[illegible]

C. H. WHEELER
PITTOCK BLOCK
PORTLAND 5, OREGON

June 28, 1944

Mr. R. H. Baldock, Chief Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Regarding item No. 23, 4½ - 0 Material in Subbase, on the Astoria Airport Section, Contract No. 2644.

I have a bid price of $1.50 per Cu. Yd. on this item, which was based on crusher run material from the Hildebrand quarry in Astoria, with the Hartill gravel bar, eight miles up the Lewis and Clark river as an alternate.

Due to action taken by the City Council of Astoria and on account of lack of action by the Naval Officer in charge, (in not demanding the use of this quarry as a military necessity) we lost the use of this source of material. This road is a military necessity and support from the Navy was properly assumed by me.

— material does [illegible]

I then went to the Hartill Bar for gravel but found that it did not pass the abrasion test in the State laboratory, and in addition was stopped from hauling over the County roads leading from the pit because of damage done to them. When bids were called on the job, gravel from the Hartill bar was being used for concrete in Astoria. I did not have sufficient time to have tests made but naturally assumed that it would be suitable for use.

I then moved to another quarry owned by Hildebrand in Astoria, and was able to dig without the aid of powder with a 2 yard shovel. This material was very course, being about 12" - 0, and while it made a very substantial base it was very hard on equipment, and next to impossible to blade to a finish, due to size. This quarry ran into a soft soapstone and is at present exhausted.

In order to get suitable material to blade finish that portion needed to get traffic around the Airport immediately, Price Agreement No. 4 was given in the amount of $2.85 per Cu. Yd. This was for crusher run material from a commercial quarry approximately five miles South of Seaside. The yardage called for in the agreement is now exhausted.

While work was shut down during the winter months I made an exhaustive search for rock in this vicinity, in conjunction with Mr. J. H. Scott, Res. Engr. Using a Bulldozer for several days and digging test holes by hand I have failed to find any suitable gravel or quarry rock. The only source left is the commercial quarry five miles South of Seaside from which we took the material under P.A. No. 4. This rock is of good quality, it was washed and crushed to 4½ - 0 and made an excellent base coarse. The above quarry is about twenty-one miles from the job, and I am sure you will agree that with my price of $1.50 per yard I did not contemplate getting material from a commercial quarry with a 21 mile haul.

Specifications as you know did not designate a source for this material, but gravel was mentioned, and my conclusion was that suitable material was obtainable in the vicinity of the work.

In view of the above facts I feel that I am entitled to an adjustment on this item, and respectfully ask that Price Agreement No. 4 be extended to cover the remainder of the material needed for the job.

Yours very truly,

C. H. WHEELER - CONSTRUCTION

By C H Wheeler

CHW:HK

Hunter Sam

4 to 5 thous

@ 1.50

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JUN 29 1944
OREGON
STATE HIGHWAY COMMISSION

M

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FOR FILE
SA-NC 11-1

Salem, Oregon
October 18, 1944

Mr. E. A. Collier

Please note attached in regard to the matter of placing a handrail on the approach trestle to the Lewis and Clark log dump.

I agree with Mr. Paxson that this price is too high. I would, therefore, suggest that this handrail be placed sometime this winter with one of our maintenance crews.

C. B. McCullough

Att.

CBM/k

-1382 6M 12-40

COMMISSIONERS
. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
OCT 24 1944
FOR FILING

DA-NC-11-(1)

October 11, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith for your consideration and approval is price agreement No. 8, covering the placing of asphaltic concrete pavement on top of bituminous macadam to stabilize a weak section of new surface on the Astoria Airport Project, DA-NC 11 (1).

This work was tentatively approved by Mr. T. M. Davis of your office on October 7, 1944.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED

DA-NC 11 (1)

October 9th, 1944

Mr. C. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

G. H. Wheeler has requested an extension of time on his Astoria Airport contract, Oregon DA-NC-11 (1), until October, 1945, to permit the cleanup of clearing operations next year.

The restrictions on burning forced the contractor to pile a great quantity of stumps alongside the right of way, and these cannot be burned without pushing them together with a bulldozer as the burning progresses. The scarcity of labor prevented the contractor from starting this burning until the finish of his other operations, and the frequent rains have so softened the ground that he is unable to use a bulldozer in the work. Therefore, it is considered only practical to defer the work until next spring.

Will you kindly concur in this extension of time.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

2-1882 6M 7-40

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

September 8, 1944

DA-NC 11-1

NOTED
State Highway Engineer

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Price Agreement No. 7, covering placing of pit or quarry run rock to help stabilize base on the Astoria Airport Project, DA-NC 11(1).

This work was tentatively approved by Mr. T. M. Davis of your office on September 8, 1944.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
SEP 6 1944
FOR FILING

A-NC 11-1

Salem, Oregon
September 5, 1944

Agreements with
Lewis & Clark Boom Company

Mr. H. G. Smith
Construction Engineer
Department

Dear Sir:

We are handing you herewith two executed copies and one unexecuted copy of agreements with the Lewis & Clark Boom Company with respect to the following:

1. To cover the construction of a fill on the relocated portion of the Oregon Coast Highway leading to the Astoria Navy Airport.

2. To cover the maintenance of a trestle approach to the Oregon Coast Highway from its log dump on the Lewis & Clark River.

Full executed copies of these agreements have been forwarded to the above company, and Mr. Glaisyer has kept one copy of each for the Commission files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EP
Enc.
cc - J. M. Devers

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1944

SUBJECT: Agreements with
Lewis & Clark Boom Company.

To:

Mr. C. B. McCullough

Office

Dear Sir:

I am returning to you herewith three executed copies of each of the following agreements with the Lewis & Clark Boom Company:

(1) Agreement with respect to the construction of a fill on the relocated portion of the Oregon Coast Highway leading to the Astoria Navy Airport.

(2) Agreement authorizing the Lewis & Clark Boom Company to maintain a trestle approach to the Oregon Coast Highway from its log dump on the Lewis & Clark River.

I have retained the original of each of these agreements for the Commission's records and files, and have forwarded one copy of each of the agreements to the Lewis & Clark Boom Company. The attached copies are for handling as you desire.

Very truly yours,

Secretary

HBG/jeo
Encls.

RECEIVED
AUG 31 1944
FOR FILING

LA-NC 11-1

August 31, 1944

Lewis & Clark Boom Company
c/o Mr. George Gray
Seaside, Oregon

Gentlemen:

I am handing you herewith for your records and files a fully executed copy of each of the following agreements between yourself and the State Highway Commission:

(1) Agreement covering construction and maintainance of a highway fill along the relocated portion of the Oregon Coast Highway leading to an airport in Clatsop County. } Misc. C+A #802

(2) Permit agreement authorizing the Lewis & Clark Boom Company to construct and maintain a trestle approach to the Oregon Coast Highway from its log dump in the Lewis and Clark River. } Misc. C+A #803

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vkh

Enc.

FOR FILE

DA-NC 11-1

Salem, Oregon
August 22, 1944

Cross Referenced to
Const
Approach Roads

Indexed
Alphabetically
Lewis + Clark Boom Co.

Cross Referenced to
Abs.
Permits
Const Road Connections

Messrs. E. G. Smith
G. S. Paxson
F. D. Mason

The agreements between the State and the Lewis and Clark Boom Company have been returned to this office by the permittee, properly signed. It is, therefore, O.K. to proceed with the construction of the trestle.

C. B. McCullough

CBM/k

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1944

SUBJECT:

DA-NC 11 (1)

To: Mr. C. B. McCullough,

Office.

Dear Sir:

I prepared the two instruments which we concluded were necessary in connection with the controversy with George Gray and his company and then sent the copies to attorney Irving Allen for his approval and for the approval of his clients, but I have not yet heard from him.

I have today addressed a letter to him and have requested that he advise me when the instruments may be executed so that we may proceed with the work.

I will inform you as soon as I hear from him.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW

NOTED
C. B. McCullough

RECEIVED
AUG 1 1944

Salem, Oregon
August 10, 1944

Mr. J. M. Devers

The contractor on the Astoria job is anxious to finish the work of building the approach to the log pond of the Lewis and Clark Company. I told Mr. Eason that I did not think it wise to do any work of this kind until the contracts which you sent out to them for signature were signed and returned.

I would be glad if you would do what you can to expedite this matter as we are penalizing the contractor somewhat by holding him up on this part of the job.

C. B. McCullough

CBM/k

AUG 7 1944
FOR FILE
Const
Approach Road

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1944

SUBJECT:

To:

Mr. F. D. Mason
Division Engineer
State Highway Department
Testing Laboratory Building

Dear Sir:

Herewith five prints from our Drawing 8103 showing the plans for the widening and reconstruction of the approach to the Lewis and Clark Boom Company's Log Dump in Clatsop County. Our estimate on the cost of these revisions is as follows:

Drive 22 piles at $25 each	$550
Furnish 880 lin. ft. of piles at $0.50	440
Furnish and place 17 M-FBM lumber at $100	1700
	$2690
Plus 20%	540
	$3230

The agreement with the Lewis and Clark Boom Company, covering the maintenance and operation of the approach trestle, has not as yet been signed, and no commitments should be made nor should any work on the project be started until the agreement is completed or clearance is had from Mr. McCullough.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED

GSP GM
Attached
cc C. B. McCullough ✓
H. G. Smith

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 31, 1944

Mr. Irving Allen,
Attorney at Law,
Seaside, Oregon.

Dear Mr. Allen:

I believe that the Highway Engineers have reached an agreement with George Gray and his associates concerning the matter discussed in your letter to me some weeks ago. I have prepared two instruments, one of which is intended to take care of the damage claim and the other is intended to cover the subject of a permit for the approach road and the restoration of the portion destroyed in connection with the construction of the highway.

I am therefore enclosing five copies of each instrument and will appreciate it if you will bring these to the attention of the Lewis & Clark Boom Company for execution and then return them to this office. I will then submit them to the Commission for execution, after which a fully executed copy of each will be made available to the Lewis & Clark Boom Company.

I have prepared these instruments on the assumption that the lease does not expire until June, 1947, and I have accepted as a fact the statement in your letter to the effect that the lease does not expire until that date. However, I have a copy of the lease furnished me by the title company which shows that the lease was for a period of five years, beginning the seventh of June, 1937, which would make the expiration dated June, 1942. The lease may have been extended for a period of five years, but the record does not so show. If my assumption is wrong, then, of course, further consideration will have to be given.

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough OK

NOTED
C. B. McCullough

---

cc C. H. Wheeler Const. Co.

R. H. Baldock
State Highway Engineer

RHB:HI

AUG 23 1944
FOR FILING

PA-NC 11-1

August 21, 1944

Emergency Truck Tire Panel
Office of Price Administration
Astoria, Oregon

Gentlemen:

The C. H. Wheeler Construction Company, Warrenton, Oregon, has state highway contract No. 2644 for the construction of a 3.92-mile section on the Oregon Coast Highway (US101) adjacent to the Astoria Airport. Due to the extension of the runways at the Astoria Airport by the U. S. Navy, it was necessary to abandon part of the Coast Highway and to construct a new section of highway that would not conflict with the enlarged airport.

Work was started on this project in August, 1943. A temporary road was built around the airport so that the traffic on US101 could be routed around the airport instead of through it until the permanent section of highway could be constructed. The temporary road, which encroaches on the U. S. Navy Airport, will not hold up under heavy traffic during the coming winter and it is imperative that the permanent highway be finished as soon as possible. The permanent highway is practically completed, with the exception of the crushed rock surfacing and the oil mat wearing surface.

Approximately 62,000 cubic yards of crushed rock must be hauled about 21 miles to complete this section of highway. Approximately 40,000 cubic yards of crushed rock have been placed to date. A fleet of about 30 dump trucks is required to haul the crushed rock, most of which are hired trucks.

The C. H. Wheeler Construction Company and the owners of the hired trucks are finding it extremely difficult to procure sufficient tires to keep the trucks in operation, and the progress of the work is being slowed down. Unless relief is obtained, the contractors will be unable to finish the project this summer, and essential logging, military and industrial traffic over the Coast Highway will experience grave difficulty in negotiating the section next winter.

This project has been approved as essential to the war program by the U. S. Navy, the Public Roads Administration and the War Production Board. A priority rating of AA 2 has been assigned for repair parts and operating supplies. We will appreciate it very much if you can rate this project sufficiently high that the C. H. Wheeler Construction Company and the owners of the hired trucks can secure sufficient tires to complete this important project this summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

c. C. H. Wheeler Const. Co.

RHB:HI

RECEIVED
1944
FOR FILING

BA-No 11-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1944

SUBJECT: Lewis and Clark Boom Company permit

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

I am returning herewith preliminary draft of the permit agreement and the agreement concerning any damages which might be occasioned.

In the fifth line of Article 2 of the recitals, the pond is called a "mill" pond. This is a misnomer, as there is no mill in the vicinity. The logs are made into rafts here and towed to their market. I would suggest that the term "log pond" be used rather than "mill pond."

In Article 1 on Page 2, the Engineer's Station opposite the end of the trestle is approximately 265.40.

In Article 4 on Page 2, we are stipulating that the boom company keeps in repair that portion of the trestle which is not on our right of way. Unless there is some reason why we might be held legally responsible for the failure of the structure which is not on our right of way, I would suggest that we say nothing about it. It seems to me we have enough trouble without going off our right of way, if we can avoid it.

In the agreement covering possible damages, the same objection of calling a pond a mill pond applies, and I would suggest the term log pond be used rather than mill pond. This wording occurs twice in Article 5 on Page 2; once in Article 6 on Page 2; in your correction to Article 2 on Page 2; and twice in Article 3 on Page 3.

We are making up the sketch referred to as Exhibit A and will have it ready in a few days.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1944

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

Enclosed you will find two copies of a draft of agreement or proposed agreement covering the question of damage to the mill pond of the Lewis & Clark Boom Co., and two copies of a draft of proposed permit covering the trestle constructed and operated by the same Company, part of which trestle the State destroyed in the rebuilding of the road.

I will be glad to have you go over these and make any suggestions which to your brilliant mind may be appropriate.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

FORM B-20 2M 12-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7th, 1944

SUBJECT: Encroachment on Lewis & Clark Boom Company on Astoria Airport Section

To: Mr. G. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In a conference with Messrs. Grey and Waterhouse relative to the encroachment on the lease hold of the Lewis & Clark Boom Company by our revision of the alignment on the Astoria Airport Section and with the possibility of the filling in of their log dump basin by the subsidence of our fill placed upon the mud flats, the following was tentatively agreed upon:

1. That we could proceed with the filling along the highway alignment under their log dump trestle, but that the clearing out of their trestle to form an approach should be done by trestle construction instead of filling as originally contemplated. Resident Engineer Scott will submit a sketch showing the proposed construction for approval by the Bridge Department.

2. Mr. Grey would like an agreement or memorandum stating that our authority to proceed with our work is based upon an understanding that any unusual filling of their log dump basin will be subject to a claim by the Lewis & Clark Boom Company, and in adjusting this claim that consideration be given to the fact that the average expense over a term of years in keeping this basin dredged has been approximately $[illegible].00; that any increase in dredging caused by the encroachment will be paid by the Department, and that it is necessary to keep the basin dredged to a depth of 4 feet below low tide, and it has been customary to clear out the basin to a depth of 6 feet below low tide approximately once a year.

Very truly yours,

H. [illegible] [illegible]
Construction Engineer

[illegible]

4-1048

June 28, 1944

Oregon State Highway Commission,
Salem, Oregon.
Attention Mr. J. M. Devers.

c.c. to Mr. F. L. Eason,
Divisional Engeineer,
Salem, Ore.

Gentlemen:

This will confirm the telephone conversation on this date between Mr. Geo S.Gray of the Lewis & Clark Boom Co. and your office, objecting to any further work by your commission on Oregon Coast Highway No. 101 at the rafting and booming grounds of said company on the Lewis & Clark River. The Lewis & Clark Boom Co. have a lease on these premises which does not expire until 1947. In addition thereto, said company holds a permit from the Board of Army Engineers to construct and maintain a booming and rafting ground at this location.

The construction of this new highway has caused the booming company considerable damage to the present time in that, prior to the construction of this highway, it was necessary for the Booming Co. to dredge the river not more than once every two years. The river was dredged late last Summer and since the construction of this road it was found necessary to again bridge the river during the first week of June 1944, at a cost in excess of $300.00.

Mr. Gray is thoroughly familiar with the effects of such a fill, and in the event your commission continues with the proposed plan to fill this highway an additional ten feet, it will, without a question of a doubt materially injure the booming grounds. Mr. Gray has made repeated efforts to contact your resident engineer, Mr. Scott, to discuss the situation with him, but so far has been unable to contact him, and in view of the critical situation, we are calling this matter directly to your attention.

Your commission has made no effort whatsoever to secure any right of way over these leased premises, and last year, at the time you commenced construction of this highway, both Mr. Carswell, the President of the Lewis & Clark Boom Co. and Mr. Gray vigorously protested to Mr. Scott but were unable to get any satisfactory answer as to the extent of the contemplated changes.

You are hereby notified that unless your commission forthwith ceases this proposed construction, that it will be necessary for us to endeavor to secure an injunction against your commission to prevent this damage.

You are further notified that we will hold your commission responsible for any damages sustained to the Booming Co. as a result of this construction, and we would suggest that you immediately contact this company either through myself or Mr. Geo. S. Gray, so that some satisfactory arrangements can be made to protect the interests of this company in their property and also to prevent any unnecessary delay to your construction program.

We will be expecting to hear from you at once in the matter.

Very truly yours,
Irving C. Allen

AF

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NC 11-1

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NC 11(1)
Astoria Airport Section.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

Oregon Defense Access Project No. DA-WR 11(1).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 5, 1944 by The Oregon State Highway Commission, and on February 2, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Defense Access Project No. DA-WR 11(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for minor revisions and adjustment of quantities found necessary during construction, and by reason thereof has requested that the approved estimate of cost and the Federal funds approved and set aside to the credit of the project be increased from $478,019.85 to $517,290.15;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications and estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate, and the sum of five hundred seventeen thousand, two hundred ninety and 15/100 dollars ($517,290.15) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of five hundred seventeen thousand, two hundred ninety and 15/100 dollars($517,290.15), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on May 8 1944, and the Administrator on MAY 27 1944.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

BY T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By ______________________________
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Oregon Defense Access Project No. DA-NC 11(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-[illegible] 11(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 517,290.15 in lieu of the $478,819.85 approved by Certificate of February 2, 1944 as the total estimated cost of said project, and the sum of $ 517,290.15 as the share of the United States, payable under said acts on account of such project, which [illegible] is the [illegible] said total estimated cost.

Done at the city of Washington, this ______ day of ______________________
one thousand nine hundred and MAY 27 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

D
SSION

LH-NC 11-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 22, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NC 11(1), Astoria Airport Section of the Oregon Coast Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together-with-approved-copy-of-specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
APR 24 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

DA-NC 11-1

March 25, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NC 11(1)
Astoria Airport Section
Oregon Coast Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 27 1944
OREGON
STATE HIGHWAY COMMISSION

Jcn

HA4 pr-19029

Form P. R. 2

State Oregon

Project No. DA-NC 11(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1944

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Sections xxf said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of July 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four hundred seventy-eight thousand, eight hundred nineteen and 85/100 dollars ($478,819.85) as the share of the United States payable under said act on account of ~~Sections xxxxxxxxxxxxxxxof~~ said project, which ~~does not exceed the authorized Federal percentage of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Station 100+60 in Warrenton and Station 270+29.5 in the NE 1/4, Sec. 25, T. 8 N., R. 10 W., W.M., together with a spur to the Astoria Airport, Stations 0 to 32+40, a Y connection, Stations 29+16 to 34+21, and an extension of the spur, Stations 5+40 to 44+70.

, length 4.657 miles, in Clatsop County, project No. DA-WC 11(1) consisting of being ~~Section~~ Oregon Defense Access 4.657 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

16—11370

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction ~~of Section~~ .... of said project shall not in any event exceed the sum of **four hundred seventy-eight thousand, eight hundred nineteen and 85/100** dollars (**$478,819.85**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal construction cost of~~ .... **is** .... ~~dollars ($........)~~ the approved total estimated cost ~~of Section~~ .... of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to .... **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 529, Laws of 1939**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of FEB 2 1944, 19__.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission.
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

Form PR. 6—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-[illegible] 11(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $478,819.85 as the total estimated cost of said project, and the sum of $478,819.85 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is the ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and FEB 2 1944

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
NOV 9 1943
FOR FILING

DA-NC 11-1

October 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Astoria Airport Section, Project No. DA-NC 11 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road Project
No. DA-NC 11 (1)

ASTORIA AIRPORT SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1943

All Required		Preliminary Engineering		$ 6,800.00
All Required		Lands, Rights of Way, Easements		10,500.00

CONSTRUCTION

Inside City of Warrenton (Sta. 100+60 to 116+95) (22' Roadway)

All Required		Clearing and Grubbing (68%)		$ 4,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.00	20.00
20	cu. yds.	Trench Excavation, Unclassified	1.50	30.00
400	cu. yds.	General Excavation, Unclassified	.25	100.00
15,000	yd. sta.	Short Overhaul	.01	150.00
0.31	mile	Finishing Roadbed and Slopes	200.00	62.00
80	lin. ft.	12" Concrete Pipe	1.20	96.00
78	lin. ft.	18" Concrete Pipe	2.75	164.50
3,100	cu. yds.	4½" - 0" Material in Subbase	1.50	4,650.00
650	cu. yds.	4½" - 2" Rock in Base	3.40	2,210.00
600	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.40	2,040.00
30	M-gals.	Sprinkling	2.50	75.00
0.31	mile	Preparation of Base	300.00	93.00
570	cu. yds.	Furnishing and Placing Aggregates	4.15	2,365.50
36	tons	Furnishing and Placing 120-150 Asphalt	33.00	1,188.00
6	tons	Furnishing and Placing Emulsified Asphalt	36.00	216.00
			Subtotal	$ 17,460.00
			10% Engr. & Cont.	1,746.00
			Total	$ 19,206.00

Length	.310 mile
Cost per mile	$ 61,954.83

Outside City (Sta. 116+95 to 152+42.7)(Sta. 215+19.7 to 270+29.5)
(22' Roadway)

All Required		Clearing and Grubbing (30%)		$ 15,000.00
80	sq. ft.	Felling Danger Trees	$ 1.00	80.00
1,350	cu. yds.	Structural Excavation, Unclassified	2.00	2,700.00
3,580	cu. yds.	Trench Excavation, Unclassified	1.50	5,370.00
85,600	cu. yds.	General Excavation, Unclassified	.25	21,400.00
1,635,000	yd. sta.	Short Overhaul	.01	16,350.00
38,000	C-yd.sta.	Long Overhaul	.40	15,200.00
4,400	lin. ft.	Rounding Cutbanks	.15	660.00
1.71	miles	Finishing Roadbed and Slopes	200.00	342.00
400	lin. ft.	8" Concrete Drain Tile	.50	200.00
450	lin. ft.	18" Concrete Pipe	2.35	1,057.50
240	lin. ft.	24" Concrete Pipe	3.25	780.00
250	lin. ft.	24" Extra Strength Concrete Pipe	3.53	882.50
110	lin. ft.	36" Concrete Pipe	5.50	605.00
190	lin. ft.	48" Concrete Pipe	12.00	2,280.00
300	lin. ft.	48" Extra Strength Concrete Pipe	12.75	3,825.00
30	cu. yds.	Rock or Gravel Backfill in Drains	3.00	90.00
9	M-FBM	Lumber and Timber	80.00	720.00
500	cu. yds.	Riprap	5.00	2,500.00
17,600	cu. yds.	4½" - 0" Material in Subbase	1.50	26,400.00
3,650	cu. yds.	4½" - 2" Rock in Base	3.40	12,410.00
3,200	cu. yds.	3/4" - 0" Rock in Shoulders	3.40	10,880.00
210	M-gals.	Sprinkling	2.50	525.00
1.71	miles	Preparation of Base	300.00	513.00
2,860	cu. yds.	Furnishing and Placing Aggregates	4.15	11,869.00
174	tons	Furnishing and Placing 120-150 Asphalt	33.00	5,742.00
28	tons	Furnishing and Placing Emulsified Asphalt	36.00	1,008.00
			Subtotal	$159,469.00
			10% Engr. & Cont.	15,946.90
			Total	$175,415.90

Length 1.189 miles
Cost per mile $ 147,531.61

Outside City (Sta. 152+42.7 to 215+19.7) (24' Roadway)

All Required		Clearing and Grubbing (44%)		$ 22,000.00
0.5	acre	Extra Clearing	$500.00	250.00
0.5	acre	Extra Grubbing	500.00	250.00
170	sq. ft.	Felling Danger Trees	1.00	170.00

640	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 1,280.00
600	cu. yds.	Trench Excavation, Unclassified	1.50	900.00
382,000	cu. yds.	General Excavation, Unclassified	.25	95,500.00
104,000	yds. sta.	Short Overhaul	.01	1,040.00
100	C-yd.sta.	Long Overhaul	.40	40.00
7,600	lin. ft.	Rounding Cutbanks	.15	1,140.00
1.19	miles	Finishing Roadbed and Slopes	200.00	238.00
900	lin. ft.	8" Concrete Drain Tile	.50	450.00
730	lin. ft.	18" Concrete Pipe	2.35	1,715.50
100	cu. yds.	Rock or Gravel Backfill in Drains	3.00	300.00
6	M-FBM	Lumber and Timber	80.00	480.00
17,100	cu. yds.	4½" - 0" Material in Subbase	1.50	25,650.00
2,700	cu. yds.	4½" - 2" Rock in Base	3.40	9,180.00
2,700	cu. yds.	3/4" - 0" Rock in Shoulders	3.40	9,180.00
190	M-gals.	Sprinkling	2.50	475.00
1.19	miles	Preparation of Base	300.00	357.00
2,130	cu. yds.	Furnishing and Placing Aggregates	4.15	8,839.50
128	tons	Furnishing and Placing 120-150 Asphalt	33.00	4,224.00
20	tons	Furnishing and Placing Emulsified Asphalt	36.00	720.00
			Subtotal	$184,379.00
			10% Engr. & Cont.	18,437.90
			Total	$202,816.90
		Length	1.188 miles	
		Cost per mile	$ 170,721.29	

Airport Road (Sta. 0+00 to 37+40)(22' Bit. Mac.)

All Required		Clearing and Grubbing (18%)		$ 9,000.00
60	cu. yds.	Structural Excavation, Unclassified	$ 2.00	120.00
1,000	cu. yds.	Trench Excavation, Unclassified	1.50	1,500.00
26,000	yd. sta.	Short Overhaul	.01	260.00
700	C-yd.sta.	Long Overhaul	.40	280.00
0.71	mile	Finishing Roadbed and Slopes	200.00	142.00
80	lin. ft.	12" Concrete Pipe	1.20	96.00
50	lin. ft.	18" Concrete Pipe	2.35	117.50
80	lin. ft.	48" Concrete Pipe	12.00	960.00
2	M-FBM	Lumber and Timber	80.00	160.00
2,900	cu. yds.	4½" - 0" Material in Subbase	1.50	4,350.00
1,400	cu. yds.	4½" - 2" Rock in Base	3.40	4,760.00
1,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.40	3,740.00
70	M-gals.	Sprinkling	2.50	175.00
0.71	mile	Preparation of Base	300.00	213.00

1,040	cu. yds.	Furnishing and Placing Aggregates	$ 4.15	$ 4,316.00
62	tons	Furnishing and Placing 120-150 Asphalt	33.00	2,046.00
10	tons	Furnishing and Placing Emulsified Asphalt	36.00	360.00
		Subtotal		$ 32,595.50
		10% Engr. & Cont.		3,259.55
		Total		$ 35,855.05

Length 0.709 mile
Cost per mile $ 50,571.20

Airport Road Extension (Sta. 5+40 to 44+70)(20' Oil Mat Surfacing) (Price Agreement No. 1)

All Required		Clearing and Grubbing (Force Account)	(Est.)	$ 2,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.00	20.00
550	cu. yds.	General Excavation, Unclassified	.25	137.50
3,300	yd. sta.	Short Overhaul	.01	33.00
100	C-yd.sta.	Long Overhaul	.40	40.00
0.74	mile	Finishing Roadbed and Slopes	200.00	148.00
170	lin. ft.	18" Concrete Pipe	2.35	399.50
1.4	M-FBM	Lumber and Timber	80.00	112.00
7,600	cu. yds.	4½" - 0" Material in Subbase	1.50	11,400.00
1,600	cu. yds.	4½" - 1" Material in Base	3.40	5,440.00
1,000	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.40	3,400.00
70	M-gals.	Sprinkling	2.50	175.00
0.74	mile	Preparation of Base	300.00	222.00
300	cu. yds.	Furnishing and Placing Aggregates	4.15	1,245.00
16	tons	Furnishing and Placing 120-150 Asphalt	33.00	528.00
10	tons	Furnishing and Placing Emulsified Asphalt	36.00	360.00
		Subtotal		$ 25,660.00
		10% Engr. & Cont.		2,566.00
		Total		$ 28,226.00

Length 0.744 mile
Cost per mile $ 37,938.17

RECEIVED
SEP 27 1943
FOR FILING

DH-NC 11-1

September 23, 1943

Mr. C. H. Wheeler
612 Pittock Block
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2644, which was awarded to you on August 21, 1943, by the State Highway Commission, covering 3.9 miles grading and bituminous macadam surfacing on the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

EB

RECEIVED
SEP 16 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

LA-NC 11-1

September 13, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming our conversation of today, we are advised that the extension of the Astoria Airport spur road, Oregon DA-NC 11(1), has been approved under paragraph two, General Administrative Memorandum No. 10, the prices to be as covered under Price Agreement No. 1, submitted with your letter of August 25. The access funds have been increased $28,726.

You are hereby authorized to proceed with this construction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

NOTED

RECEIVED
SEP 15 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst

RECEIVED
SEP 8 1943
FOR FILING

PH-N C 11-1

September 7, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith copy of a letter from Admiral Fletcher of the U. S. Navy, regarding right of entry at Astoria. You now have full information on the subject, and would appreciate your early advice as to when we can instruct the contractor to start the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. C. B. McCullough
Mr. S. H. Probert
Mr. H. G. Smith

ADDRESS REPLY TO
COMMANDANT

AND REFER TO:

HEADQUARTERS
THIRTEENTH NAVAL DISTRICT
SEATTLE, 14, WASHINGTON

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

ND13/N1-13(63)(Y-2)
Serial 478567

EJW/hl

September 2, 1943

State Highway Commission of Oregon
Salem, Oregon

Re: Re-location of Oregon State Highway in connection with expansion of U. S. Naval Auxiliary Air Facilities, Clatsop County, Astoria, Oregon

Gentlemen:

In reply to your telegram dated August 31, 1943 addressed to Lieutenant Howard Bergman, Headquarters Thirteenth Naval District concerning the grant of a revocable permit by the United States to a right-of-way within the boundary of the Naval Air Station, Astoria, upon which the re-located road is to be constructed subject to the approval of the project by the Public Roads Administration, this is to advise that the United States will issue a revocable permit to the necessary right-of-way at Astoria. The Public Roads Administration has approved the project.

This information confirms the telephone conversation had by a representative of this District with Mr. C. B. McCullough, Assistant Chief Engineer, State Highway Commission of Oregon on September 2, 1943.

Very truly yours,

Frank Jack Fletcher
Vice-Admiral, U.S. Navy
Commandant

E B Keating

E. B. Keating
By direction

cc: Officer in charge of Construction,
U.S.Naval Auxiliary Air Station,
Astoria, Oregon
cc: Mr.C.B.McCullough, Asst. Chief Eng.,
State Highway Commission,
Salem, Oregon

RECEIVED
SEP 7 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 4 1943
FOR FILING

EA-NC 11-1

Salem, Oregon
September 2, 1943

MEMORANDUM TO MR. R. H. BALDOCK

Lieutenant Wilson from the Navy at Seattle called by telephone in regard to the Astoria project. He said the advice received from Washington today was to the effect that the State would be granted a revocable permit for the detour road and that the project was being cleared by the Public Roads Administration. He will confirm by letter.

C. B. McCullough
Asst. State Highway Engineer

CBM:JF

RECEIVED
AUG 3 1 1943
FOR FILING

LA-NC 11-1

Charge to the account of ______________________ $______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM ORG AUG 31 1943

LT. HOWARD BERGMAN
U. S. NAVAL HDQRS. ROOM 1216 EXCHANGE BLDG. SEATTLE WASH

PORTLAND OFFICE PRA ADVISES NAVY HAS FAILED TO REQUEST EXTENSION DETOUR ROAD AT ASTORIA AIRPORT AND ARRANGE FOR RIGHT OF WAY. DUE THIS DELAY POSSIBILITY OF COMPLETING EXTENSION FOR USE THIS WINTER BECOMES REMOTE. THE RESPONSIBILITY RESTS WITH THE NAVY.

R. H. BALDOCK

RECEIVED
AUG 3 1 1943
FOR FILING

RECEIVED
AUG 3 0 1943
FOR FILING

LP-NN 11-1

August 24, 1943

Mr. C. H. Wheeler
612 Pittock Block
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2644, which was awarded to you by the State Highway Commission on August 21, 1943, covering 3.9 miles grading and bituminous macadam surfacing on the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:eb

NOTED
H. B. GLAISYE

RECEIVED
SEP 8 1943
FOR FILING

DA-NC 11-1

August 21, 1943

C. H. Wheeler
612 Pittock Block
Portland, Oregon

Gentlemen:

Confirming our wire to you of this date, I am pleased to inform you that the State Highway Commission has today awarded you the contract for the construction of the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County on the basis of your bid submitted July 28, 1943.

Contract forms will be sent to you shortly for acceptance and execution.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:rw

cc - S. H. Probert
G. S. Paxson

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

August 21, 1943

C. A. WHEELER
612 Pittock Block
Portland, Oregon

STATE HIGHWAY COMMISSION AWARDS YOU CONTRACT FOR THE CONSTRUCTION OF ASTORIA AIRPORT SECTION, OREGON COAST HIGHWAY, BASED ON YOUR BID SUBMITTED JULY 28, 1943. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1943
FOR FILING

DA-NC 11-1

August 21, 1943

C. H. Wheeler
612 Pittock Block
Portland, Oregon

Gentlemen:

Confirming our wire to you of this date, I am pleased to inform you that the State Highway Commission has today awarded you the contract for the construction of the Astoria Airport Section of the Oregon Coast Highway, in Clatsop County on the basis of your bid submitted July 28, 1943.

Contract forms will be sent to you shortly for acceptance and execution.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

MBG:rw

cc - S. H. Probert

G. S. Paxson

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
OCT 6 1943
FOR FILING

SALEM, OREGON
AUGUST 21, 1943

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR ASTORIA AIRPORT CLOSURE ROAD PROJECT TO C. H. WHEELER OF PORTLAND. ALL REQUIRED RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

R. H. BALDOCK

:REURTEL AUGUST 12 OREGON PROJECT DAWC 30(1) AND DANC11(1) PREFERENCE RATING FOR FORMER PROJECT ISSUED YESTERDAY. AM GIVEN ASSURANCE PREFERENCE RATING ORDER WILLBE ISSUED FOR LETTER PROJECT SATURDAY SEE NO REASON FOR FURTHER DELAY IN STARTING WORK:

=THOS H MACDONALD COMISSIONER PUBLICROADS.

RECEIVED
OCT 6 1943
FOR FILING

.12 DAWC 30(1)DANC 11(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM E-1

RECEIVED
OCT 1943
FOR FILING

Charge to the account of

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(30)

DA-NC 11-1

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR177 LG GOVT=PORTLAND ORG 21 316P

R H BALDOCK=

STATE HIGHWAY ENGINEER=SALEM ORG=   1943 AUG 21 PM 3 30

REURTEL TODAY WE HEREBY CONCUR IN AWARD OF CONTRACT FOR OREGON DA-NC-11(1) TO C. H. WHEELER, PORTLAND WHO SUBMITTED LOW BID=

LYNCH.

RECEIVED
AUG 24 1943
FOR FILING

NOTED
State Highway Engineer

DA-NC-11(1)

Del Moran

AM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

STARTING WORK=

=THOS H MACDONALD COMISSIONER PUBLICROADS.

RECEIVED
OCT 6 1943
FOR FILING

12 DAWC 30(1)DANC 11(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 6 1943
FOR FILING

Charge to the account of ______________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
OVERNIGHT TELEGRAM	☐	NIGHT LETTER	☒
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 19, 1943

THOMAS H. MACDONALD
COMMISSIONER PUBLIC ROADS
WASHINGTON, D. C.

RECEIVED
OCT 6 1943
FOR FILING

REFER YOUR TELEGRAM THIRTEENTH STATING YOU SEE NO REASON FOR FURTHER DELAY IN STARTING WORK ON PROJECT DANC-11 (1). PLEASE INSTRUCT YOUR DISTRICT ENGINEER AS HE IS WITHHOLDING CONCURRENCE IN AWARD CONTRACT UNTIL PREFERENCE RATING ORDER IS RECEIVED HERE.

R. H. BALDOCK

Camp adair

:REURTEL AUGUST 12 OREGON PROJECT DAWC 30(1) AND DANC11(1) PREFERENCE RATING FOR FORMER PROJECT ISSUED YESTERDAY. AM GIVEN ASSURANCE PREFERENCE RATING ORDER WILLBE ISSUED FOR LETTER PROJECT SATURDAY SEE NO REASON FOR FURTHER DELAY IN STARTING WORK=

=THOS H MACDONALD COMISSIONER PUBLICROADS.

RECEIVED
OCT 6 1943
FOR FILING

12 DAWC 30(1)DANC 11(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

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WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

7✓

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1943 AUG 13 AM 10 05

PRR74 40 GOVT 1 EXTRA=WASHINGTON DC 13 1205P

R H BALDOCK STATE=HIGHWAY COMMISSION SALEM ORG=

[illegible] Astoria ~~To~~

=REURTEL AUGUST 12 OREGON PROJECT DAWC 30(1) AND DANC11(1) PREFERENCE RATING FOR FORMER PROJECT ISSUED YESTERDAY. AM GIVEN ASSURANCE PREFERENCE RATING ORDER WILLBE ISSUED FOR LATTER PROJECT SATURDAY SEE NO REASON FOR FURTHER DELAY IN STARTING WORK=

=THOS H MACDONALD COMISSIONER PUBLICROADS.

RECEIVED
OCT 6 1943
FOR FILING

=12 DAWC 30(1)DANC 11(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

LA-NC 11-1

WESTERN UNION

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

1201

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR54 29 GOVT NL 3 EXTRA=WASHINGTON DC 1 1943 AUG 18 AM 7 45

OREGON STATE HIGHWAY DEPT=

Camp Adair
Astoria

RETEL APPLICATIONS NO. 43 AND 45 HAVE BEEN APPROVED AND CERTIFICATES WILL BE ISSUED IN A FEW DAYS. WILL FORWARD AIRMAIL SOON AS ISSUED=

MAURY MAVERICK DIRECTOR GOVERNMENT DIVISION
WAR PRODUCTION BOARD.

RECEIVED
OCT 6 1943
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS 43 45 RNING ITS SERVICE

DA-NC 11-1

Charge to the account of

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 11, 1943

THOS. A. MACDONALD
ATTENTION H. E. HILTS
PUBLIC ROADS ADMINISTRATION
WASHINGTON, D. C.

DELAY IN RELEASE OF CONTRACT AWARDS FOR PROJECTS DA-NC-11 (1) AND DA-NC-30 (1) IS OCCASIONED BY FAILURE OF FEDERAL BUREAUS TO ACT. DA-NC-11 (1) IS HELD AWAITING PREFERENCE RATING REQUESTED MAY 5. DA-NC-30 (1) HELD AWAITING PREFERENCE RATING REQUESTED APRIL 29 AND RIGHT OF WAY EASEMENT FROM WAR DEPARTMENT REQUESTED APRIL 26. WE HAVE DONE EVERYTHING POSSIBLE TO GET ACTION ON THESE DETAILS. GOOD BIDS RECEIVED ON JULY 28 AND OUR SHORT WORKING SEASON IS NEARLY GONE. PLEASE GET THESE PROJECTS RELEASED FOR US. WE HAVE DONE EVERYTHING WE CAN.

R. H. BALDOCK

RECEIVED
OCT 6 1943
FOR FILING

[illegible] 11-1

August 9, 1943

Lt. Howard Bergman
U. S. Naval Hdqts., 13th Naval Dist.
Room 1216
Exchange Bldg.
Seattle, Washington

Dear Lieutenant Bergman:

In accordance with arrangements made with you when you were in Salem yesterday, we are sending herewith descriptions of the lands within the Astoria Air Base over which it is proposed to construct the detour road which is needed in connection with the Astoria Air Base Closure Road Project. Also, under separate cover, we are sending four blueprint copies of a map showing these lands and their positions with respect to the air base boundaries.

An easement in favor of the State of Oregon, through its State Highway Commission, revocable after - say August 31, 1944, will serve the purpose, as the construction of the main project is expected to be completed by that date.

If the easement can be granted promptly, we may be able to divert highway traffic over it before winter. A few weeks delay will prevent that and will, in turn, delay until spring or summer the completion and utilization of the Navy's proposed runway extension.

The descriptions have been prepared in two parts, one covering the portion originally owned by Henry Nagelli, and the other covering the portion originally owned by J. O. and Elsie Convill. This division may or may not be of advantage from your standpoint.

We now estimate that the construction of the detour road from the Gate House to the connection with the Oregon Coast Highway will cost approximately $30,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

Incl.
SHP:ER

RIGHTS OF WAY DESCRIPTIONS

DETOUR ROAD FOR OREGON COAST STATE HIGHWAY

THROUGH NAVAL AIRBASE WEST OF ASTORIA

Parcel No. 1:

A parcel of land lying in the N. E. ¼ of Section 26, Twp. 8 N., R. 10 W., W. M., Clatsop County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Henry Nagelli, recorded in Book 136, Page 63 of Clatsop County Record of Deeds.

The said parcel being described as follows: beginning at a point opposite and 20 feet distant northerly from the center line of the Astoria Airport Detour Section of the Oregon Coast Highway as said Detour has been located over and across or adjacent to the said property at Engineer's Station 28+56.5, said point being on the West line of the above described property, said point also being 3,595.4 feet North and 1,305.8 feet West of the Southeast corner of Section 26, T. 8 N., R. 10 W., W. M.; thence parallel to and 20 feet distant from the said center line on a 378.09 foot radius curve to the right (The long chord of which bears N. 86° 07½' E., 52.9 feet) a distance of 52.9 feet; thence S. 89° 52' E., a distance of 552.2 feet; thence on a 2,844.79 foot radius curve to the left (The long chord of which bears N. 87° 09½' E., 295.4 feet) a distance of 295.4 feet; thence N. 84° 11' E., a distance of 249.1 feet; thence on a 497.46 foot radius curve to the right (The long chord of which bears S. 75° 14½' E., 349.7 feet) a distance of 357.3 feet to the Southerly line of the Astoria Naval Airport; thence along the said Southerly line N. 89° 58' W., a distance of 1,486.5 feet to the West line of the Henry Nagelli property; thence along the said West line N. 0° 47' E., a distance of 43.5 feet more or less to the place of beginning.

The parcel of land to which this description applies contains 1.94 acres.

Parcel No. 2:

A parcel of land lying in the N. E. ¼ of Section 26, Twp. 8 N., R. 10 W., W. M., Clatsop County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to J. O. & Elsie Convill, recorded in Book 128, Page 197 of Clatsop County Record of Deeds.

The said parcel being described as follows: beginning at a point opposite and 20 feet distant northeasterly from the center line of the

Astoria Airport Detour Section of the Oregon Coast Highway, as said Highway has been located over and across or adjacent to the said property; at Engineer's station 2093.1, said point being 4,189.4 feet North and 2,313.2 feet West of the Southeast corner of Section 29, T. 8 N., R. 10 W., W. M.; thence parallel to and 30 feet distant from the said detour center line on a 716.20 foot radius curve to the right (The long chord of which bears S. 14° 59½' E., 154.1 feet) a distance of 154.4 feet; thence S. 0° 04½' W., a distance of 113.5 feet; thence on a 716.20 foot radius curve to the left (The long chord of which bears S. 46° 39½' E., 475.2 feet) a distance of 503.3 feet; thence S. 89° 23½' E., a distance of 987.7 feet; thence on a 716.20 foot radius curve to the left (The long chord of which bears N. 79° 06' E., 132.8 feet) a distance of 133.0 feet; thence on a 716.20 foot radius curve to the right (The long chord of which bears N. 73° 09½' E., 98.1 feet) a distance of 98.3 feet; thence a distance of 49.7 feet; to a point on the Easterly line of the above described property; thence along the said Easterly line S. 0° 47' W., a distance of 143.3 feet to the Southerly line of the Astoria Naval Airport; thence following the said Southerly line N. 89° 57½' W., a distance of 1,584.7 feet to the southwest corner of the said Airport; thence along the Westerly line of the said Airport N. 0° 05' W., a distance of 734.2 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 4.32 acres.

FORM E-133X 6M 4-43

RECEIVED
SEP 27 1943
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NC 11-1

August 6, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are three copies of resolution relative to encroachments and traffic executed by the city authorities of the City of Warrenton, Clatsop County, for Federal Access Road Project No. DA-NC-11 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

me

Encl.

✓ cc Mr. J. W. Nash

RECEIVED [illegible]
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 5, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of July 20, 1943, regarding Oregon Access Road Project DA-NC 11(1), Astoria Airport Closure Road, in submitting the agreement estimate, will you please show mileage and make a segregation of quantities for the spur road to the airport. We make the length of this portion 0.710 mile from Station 0 to Station 32+40, including 0.096 mile for the wye between pavement shoulders at 29+16 and 34+21.

The length of 22' roadway outside the (Sta. 116+95 to 152+427)(Sta. 215+19.7 to 270+29.5) is 1.706 miles, and of 24' roadway (Sta. 152+42.7 to 215+19.7) is 1.189 miles instead of vice versa as shown on the preliminary estimate. Please correct this also on the agreement estimate.

It will not be necessary to revise the tabulation of quantities shown on sheet 2 of the plans.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 6 - 1943
OREGON
STATE HIGHWAY COMMISSION

Const
Projects
Access Road

LH-NC 11-1

August 5th, 1943

Lt. Howard Bergman
U.S. Naval Headquarters
Thirteenth Naval District
Room 1216
Exchange Building
Seattle, Washington

Dear Sir:

I am attaching hereto a map showing in red the access road which we have received authority to construct around the extension of the runway of the Astoria Airport. Shown in blue is the spur leading from the access road to the Naval Headquarters, and in brown is the jeep road which we wish to improve as a temporary detour.

It has been suggested that the right of way of this jeep road be conveyed to the State during the time it is being used as a detour in order that it may be improved with access funds.

Field parties are making a survey of this road, and right of way descriptions can be forwarded within a day or two, but in the meantime, the attached map will be sufficient to show what is intended.

Very truly yours,

R. H. Baldock
State Highway Engineer

R
Enc.

cc to: H. G. Smith

RECEIVED
AUG 2[illegible] 1943
FOR FILING

DA-NC 11-1

~~Charge~~ to the account of ______________________ $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON

AUGUST 4 1943

COPY

COPY

J JOSEPH WHELAN
RECORDING SECRETARY
WAR PRODUCTION BOARD
WASHINGTON D C

REFERENCE TO APPLICATIONS NUMBERS 43 and 45 FOR PROGRAM APPROVAL AND PREGERENCE RATINGS FOR MONMOUTH PEDEE PROJECT DA WC 30 AND ASTORIA AIRPORT SECTION PROJECT DA NC 11

CONTRACTORS ARE READY TO START WORK PREFERENCE RATINGS AND STEEL ALLOTMENTS ARE URGENTLY REQUIRED

PLEASE ADVISE IF PREFERENCE RATING ORDERS AND STEEL ALLOTMENTS HAVE BEEN APPROVED BY RETURN WIRE AND IF APPROVED PLEASE FORWARD BY AIRMAIL

STATE HIGHWAY DEPARTMENT
SALEM OREGON

RECEIVED
SEP 4 1943
FOR FILING

[illegible] 11-1

NOA
7-28

July 31, 1943

Commander Beck, U.S.N.
Commanding
U. S. Naval Air Station
Tongue Point, Astoria, Oregon

Dear Sir:

Pursuant to our phone conversation, I am sending you a map showing the layout of the quarries in the vicinity of the Airport job. The Hildebrand quarry has very good stone and will require no time to open up. The McKindes quarry is covered with a layer of 10 to 20 feet of shale and sandstone and will have to be stripped before being used. The delay in stripping in preparation for this quarry would be material. The Olney quarry is nine miles longer haul than the Hildebrand quarry and is blocky stone. The delays incident to the extra haul and the quarrying of the large, blocky stone would, in my opinion, make the completion of the job within the time limit extremely doubtful.

There is a fine quarry site at the Barth Falls; but that is three miles further than the Olney quarry and there would be considerable delay in opening up the quarry as well as in hauling the materials. The prospective quarry site on the Lewis and Clark River is quite problematical. The delay in opening up this quarry would eliminate its use as far as the completion of the detour section this fall is concerned. The Airport quarry on the Necanicum River does not have acceptable material for this type of work.

Based on this study, it is my considered opinion that if you need to open up the Airport this fall, it will be necessary to complete the detour road and the completion of the detour road is predicated upon the use of 30,000 yards of rock from the Hildebrand quarry. It is possible, of course, to obtain rock from other sources, but the quality of the rock in some of them is doubtful and the extra time required will probably make completion of the detour this fall impossible.

Time appears to be the essence. That, of course, is axiomatic in war. We are pressing the War Production Board for a release of the job, and if this quarry situation can be straightened up, the contractor advises he can go to work at once. I have done all that I can do in this matter and it is now up to you. I feel sure that the City Council will permit the use of the quarry if you state that its use is necessary in the war effort; otherwise, I am fearful that they will turn it down.

This entire project has little highway interest because it will give us a poorer highway than we now have—longer and with more curvature—but we have put every effort into the furthering of this job based on the statement of the Naval personnel that it is absolutely necessary to the proper development of this airport and the training of men who are to be sent overseas.

Very Respectfully,

R. H. Baldock
State Highway Engineer

RHB:NY

1

DA-NC 11

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NC 11(1), the Astoria Airport Closure Road, Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be deferred pending certification that all rights of way or right of entry has been obtained. Also adequate funds will necessarily have to be provided prior to our concurrence in award.

Encroachment resolution from the City of Warrenton should be obtained and submitted with the project agreement estimate.

It is noted that the estimate and the summary plan sheet show 3/4"-0" rock in shoulders, while the bid proposal shows this rock as in base and shoulders. When submitting the project agreement estimate, this item should read the same as in the proposal.

Noted + corrected 7/22/43

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 22 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
PORTLAND

Const
Projects
Access Road

DA-NC 11-1

July 20, 1943

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to the Astoria airport highway line change, advise that the estimate based on a 5000-foot runway is $350,000; the estimate based on a 6000- or 7000-foot runway is $640,000. Both estimates include the cost of right of way. In accordance with your instructions, we are sending you plans contemplating the longer runway.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

RECEIVED
NOV 9 1943
FOR FILING

July 19, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46, for the Astoria Airport Section, Project No. DA-WC 11 (1).

Five bid proposals, and five sets of blueprint plans, are being sent under separate cover.

Your attention is called to the estimated cost of the project exceeding the program approval estimate by approximately $180,000.00. We are not requesting additional funds at this time, however, for the reason that it appears desirable to defer such action until bids are received and the cost of the project can be definitely ascertained.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

B. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road Project
No. DA-NC 11 (1)

ASTORIA AIRPORT SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 19, 1943

All Required		Preliminary Engineering		$ 6,800.00
All Required		Lands, Rights of Way, Easements		10,000.00

CONSTRUCTION

Inside City of Warrenton (Sta. 100+60 to 116+95)(22' Roadway)

All Required		Clearing and Grubbing		$ 3,900.00
10	cu. yds.	Structural Excavation, Unclassified	$ 3.00	30.00
20	cu. yds.	Trench Excavation, Unclassified	2.00	40.00
400	cu. yds.	General Excavation, Unclassified	.40	160.00
15,000	yd. stas.	Short Overhaul	.03	450.00
0.31	mile	Finishing Roadbed and Slopes	400.00	124.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
70	lin. ft.	18" Concrete Pipe	3.00	210.00
3,100	cu. yds.	4½" - 0" Material in Subbase	2.75	8,525.00
650	cu. yds.	4½" - 2" Rock in Base	3.00	1,950.00
600	cu. yds.	3/4" - 0" Rock in Shoulders	3.00	1,800.00
30	M-gal.	Sprinkling	2.00	60.00
0.31	mile	Preparation of Base	150.00	46.50
570	cu. yds.	Furnishing and Placing Aggregates	4.00	2,280.00
36	tons	Furnishing and Placing 120-150 Asphalt	30.00	1,080.00
6	tons	Furnishing and Placing Emulsified Asphalt	30.00	180.00
			Subtotal	$ 20,955.50
			10% Engr. & Cont.	2,095.55
			Total	$ 23,051.05

Length .310 mile
Cost per mile $ 74,358.22

Outside City (Sta. 116+95 to 152+42.7)(Sta. 215+19.7 to 270+29.5)

All Required		Clearing and Grubbing		$ 21,300.00
80	sq. ft.	Felling Danger Trees	$ 2.00	160.00
1,390	cu. yds.	Structural Excavation, Unclassified	3.00	4,170.00
3,580	cu. yds.	Trench Excavation, Unclassified	2.00	7,160.00
85,600	cu. yds.	General Excavation, Unclassified	.40	34,240.00
1,635,000	yd. stas.	Short Overhaul	.03	49,050.00
38,000	C-yd.stas.	Long Overhaul	.40	15,200.00
4,400	lin. ft.	Rounding Cutbanks	.10	440.00
1.71	miles	Finishing Roadbed and Slopes	400.00	684.00
400	lin. ft.	8" Concrete Drain Tile	1.00	400.00
450	lin. ft.	18" Concrete Pipe	3.00	1,350.00
240	lin. ft.	24" Concrete Pipe	4.00	960.00
250	lin. ft.	24" Extra Strength Concrete Pipe	4.50	1,125.00
110	lin. ft.	36" Concrete Pipe	6.50	715.00
190	lin. ft.	48" Concrete Pipe	11.00	2,090.00
300	lin. ft.	48" Extra Strength Concrete Pipe	12.50	3,750.00
30	cu. yds.	Rock or Gravel Backfill in Drains	3.00	90.00
9	M-FBM	Lumber and Timber	50.00	450.00
500	cu. yds.	Riprap	5.00	2,500.00
17,600	cu. yds.	4½" - 0" Material in Subbase	2.75	48,400.00
3,650	cu. yds.	4½" - 2" Rock in Base	3.00	10,950.00
3,200	cu. yds.	3/4" - 0" Rock in Shoulders	3.00	9,600.00
210	M-gal.	Sprinkling	2.00	420.00
1.71	miles	Preparation of Base	150.00	256.50
2,860	cu. yds.	Furnishing and Placing Aggregates	4.00	11,440.00
174	tons	Furnishing and Placing 120-150 Asphalt	30.00	5,220.00
28	tons	Furnishing and Placing Emulsified Asphalt	30.00	840.00
			Subtotal	$232,960.50
			10% Engr. & Cont.	23,296.05
			Total	$256,256.55

Length	1.189 miles
Cost per mile	$ 215,522.75

Outside City (Sta. 152+42.7 to 215+19.7)(24' Roadway)

All Required		Clearing and Grubbing		$ 14,800.00
0.5	acre	Extra Clearing	$ 400.00	200.00
0.5	acre	Extra Grubbing	400.00	200.00
170	sq. ft.	Felling Danger Trees	2.00	340.00
700	cu. yds.	Structural Excavation, Unclassified	3.00	2,100.00
1,600	cu. yds.	Trench Excavation, Unclassified	2.00	3,200.00
382,000	cu. yds.	General Excavation, Unclassified	.40	152,800.00
130,000	yd. stas.	Short Overhaul	.03	3,900.00

800	C-yd.stas.	Long Overhaul	$ .40	$ 320.00
7,600	lin. ft.	Rounding Cutbanks	.10	760.00
1.90	miles	Finishing Roadbed and Slopes	400.00	760.00
900	lin. ft.	8" Concrete Drain Tile	1.00	900.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
780	lin. ft.	18" Concrete Pipe	3.00	2,340.00
80	lin. ft.	48" Concrete Pipe	11.00	880.00
100	cu. yds.	Rock or Gravel Backfill in Drains	3.00	300.00
8	M-FBM	Lumber and Timber	50.00	400.00
20,000	cu. yds.	4½" - 0" Materials in Subbase	2.75	55,000.00
4,100	cu. yds.	4½" - 2" Rock in Base	3.00	12,300.00
3,800	cu. yds.	3/4" - 0" Rock in Shoulders	3.00	11,400.00
260	M-gal.	Sprinkling	2.00	520.00
1.90	miles	Preparation of Base	150.00	285.00
3,170	cu. yds.	Furnishing and Placing Aggregates	4.00	12,680.00
190	tons	Furnishing and Placing 120-150 Asphalt	30.00	5,700.00
30	tons	Furnishing and Placing Emulsified Asphalt	30.00	900.00
			Subtotal	$283,105.00
			10% Engr. & Cont.	28,310.50
			Total	$311,415.50

Length 1.706 miles
Cost per mile $ 182,541.32

Funds Required:

Preliminary Engineering	$ 6,800.00
Lands, Rights of way, Easements, Etc.	10,000.00
Construction:	
Inside City (22' Roadway)	23,051.05
Outside City (22' Roadway)	256,256.55
Outside City (24' Roadway)	311,415.50
	$607,523.10

PR 46

Roadway (Astoria Airport Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 9, 1943

State Oregon

Completion Date (Est.) Aug. 31, 1944

Project No. DA-WC 11 (1)

Estimated Total Cost Roadway $ 590,723.10

Length: Miles 3.805

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	400	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	16,000
3	Bituminous mat.	Gal.	110,000	8	Structural steel	Lb.	
4	Lumber	M.	30	10	Explosives	Lb.	
5	Timber piling	Lft.					

ASTORIA AIRPORT SECTION

PROJECT NO. DA-WC 11 (1)

While negotiations for rights of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within nine days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 19, 1943

N2-1/ND13
C-8

These facts when considered with the data on costs for various routes submitted with your May 22 letter leads the Bureau to the conclusion that relocation to clear the cantonment area south of U.S. No. 101 and permit extension of both the SW-NE and the NW-SE runways should be provided. It appears that any plan to provide for relocation to accommodate the present expansion at the airfield will approach the cost of relocation to provide for the maximum expansion. It appears, therefore, that the project as revised and herein certified is justifiable. If it develops in the progress of the work that a substantial saving can be effected by altering the presently approved plan, it is requested that it be given consideration.

Very truly yours,

/s/ L. B. Combs
Assistant to Chief of Bureau
By direction

COPY

uary 1945 Drg. No. 6B-7-3 J. F. Waller, Loc. Engr.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA-NC 11

July 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today in receipt of advice that the Navy Department on June 25 formally certified Oregon DA-NC 11, Astoria Airport Closure Road. As you were verbally advised at today's Commission meeting, it will accordingly be satisfactory to proceed with the advertising subject to receipt of satisfactory P.S.& E. and the customary certification that all right of way has been secured or right of entry thereto is available.

We are enclosing for your information a copy of the Navy Department's June 25 certification letter. Your attention is particularly invited to the last sentence of the last paragraph of that letter.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

RECEIVED
JUL 8 - 1943
STATE HIGHWAY COMMISSION

Copy sent to [illegible]

ruary 1943
Drg. No. 6B-7-3
J. F. Waller, Loc Engr.

In reply address
The Bureau of Yards and Docks
and refer to No.

NR-1/ND13
O-6

NAVY DEPARTMENT

Bureau of Yards and Docks

Washington, D. C.

June 25, 1943

Hon. Thomas H. MacDonald
Commissioner
Public Roads Administration
North Interior Building
Washington, D. C.

My dear Mr. MacDonald:

Reference is made to your letter of May 22 regarding the relocation of U.S. Route No. 101 to provide for the extension of runways at the Clatsop County Airport near Astoria, and transmitting a project statement for Oregon DA-NR 11 (Revised) estimated to cost $427,700.

This letter constitutes the Navy Department's formal certification of this project as provided in the Defense Highway Act of 1941, Public Law No. 295.

Since this project was received the Bureau has taken it up with the Bureau of Aeronautics and has been informed that the length of the NW-SE runway will likely never exceed 6000 ft. This would make it unnecessary to relocate U.S. 101 as far south as indicated on the sketch map for the revised project but would necessitate locating it farther south than was indicated on the project statement submitted originally for the $85,000 project.

The development in the area south of the present location of U. S. No. 101 and west of the extension of the NW-SE runway precludes crossing this area by the relocated highway as shown on the original project statement.

The existing location of the highway limits the length of the NE-SW runway to its present length, about 5000 ft. Extension beyond this length would result in extending the highway relocation westerly to the vicinity of the location indicated on the sketch map for the revised project.

COPY

ruary 1943 Drg. No. 68-7-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NC 11

May 11, 1943.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We previously forwarded a copy of our letter to the Commandant, 13th Naval District, together with a copy of the project statement and sketch map proposing a revision in the plans for the construction of the Astoria Airport Closure Road, Oregon Project DA-NC-11.

The Vice-Admiral has now endorsed the project statement as submitted and a copy of our supplemental preliminary report of May 11, together with a copy of the sketch map are now attached for your information and files. We will notify you promptly if this revised proposal is certified.

Very truly yours,
W H Lynch
W. H. LYNCH
District Engineer

Encl.

RECEIVED
MAY 12 1943
OREGON
STATE HIGHWAY COMMISSION

ruary 1943 Drg. No. 6B-7-3 J.F. Waller, Loc. Engr.

May 11, 1943.

MEMORANDUM TO MR. F. E. LYNCH:

Oregon Project DA-WR-11, Astoria Airport Closure Road, was certified by the Secretary of Navy and approved by the Commissioner on February 24, 1943. The project statement which was approved was in the amount of $85,000, and provided for the shortest detour around the extended runway which was possible, in accordance with my previous preliminary report dated January 27, 1943.

In the meantime, due to an expansion of activities, the Navy acquired a new reservation site on which they are now constructing administration buildings and barracks to the south of the present coast highway and taking up the area over which it was proposed to route the new road. This new reservation site is shown on the attached sketch map. On this basis, it became necessary to study a revised plan for constructing a substitute road. The line C,B,F,G,H was investigated, the portion of which extending along B,F,G,H would have been on the final permanent alignment. In my original report, the State had provided a rough field estimate of $355,000 for constructing the route A,F,B,C. In the meantime, a careful field reconnaissance was made and the estimate for the permanent relocation along this route was revised to a new total of $603,000. The estimate for C,B,F,G,H is now $320,500. On the basis of the installation of the new cantonment area, this office then recommended to the Commandant of the Thirteenth Naval District the construction of C,B,F,G, H. In the meantime, the possibility of a further runway extension to provide a total length of 7000 ft. rather than 5000 ft. under the present contract was advanced. Due to this possibility, the Commandant requested that we further revise our plans to provide clearance for the possible future construction of the 7000 ft. runway. A further study was made by the State and the following comparative estimates delineated on the attached sketch map were provided:

Route C,B,F,G,H + B,J	2.8 miles	-	$320,500
Route C,E,F,G,H + E,J	3.6 miles	-	396,800
Route C,E,I,G,H + E,J	3.7 miles	-	427,700

The construction of a connection from the new road to the cantonment area, E,J, was requested by the Navy. On the basis of 7000 ft. runway, it became necessary for the State to revise their plans for the final permanent route in this area as can be seen from the attached sketch map. Even though C,E,F,G,H is slightly cheaper than C,E,I,G,H, it is not recommended since the portion E,F,G would not provide a satisfactory permanent route. The increased costs to provide for a 7000 ft. runway rather than a 5000 or 5,500 ft. length amount to approximately $107,000. This is due principally to the increased north and south lengths to provide the various connections to the present coast highway and the cantonment area. The East-West construction costs are not materially affected nor are the

ruary 1943 Drg No. 6B-7-3 J.F. Waller, Loc Engr.

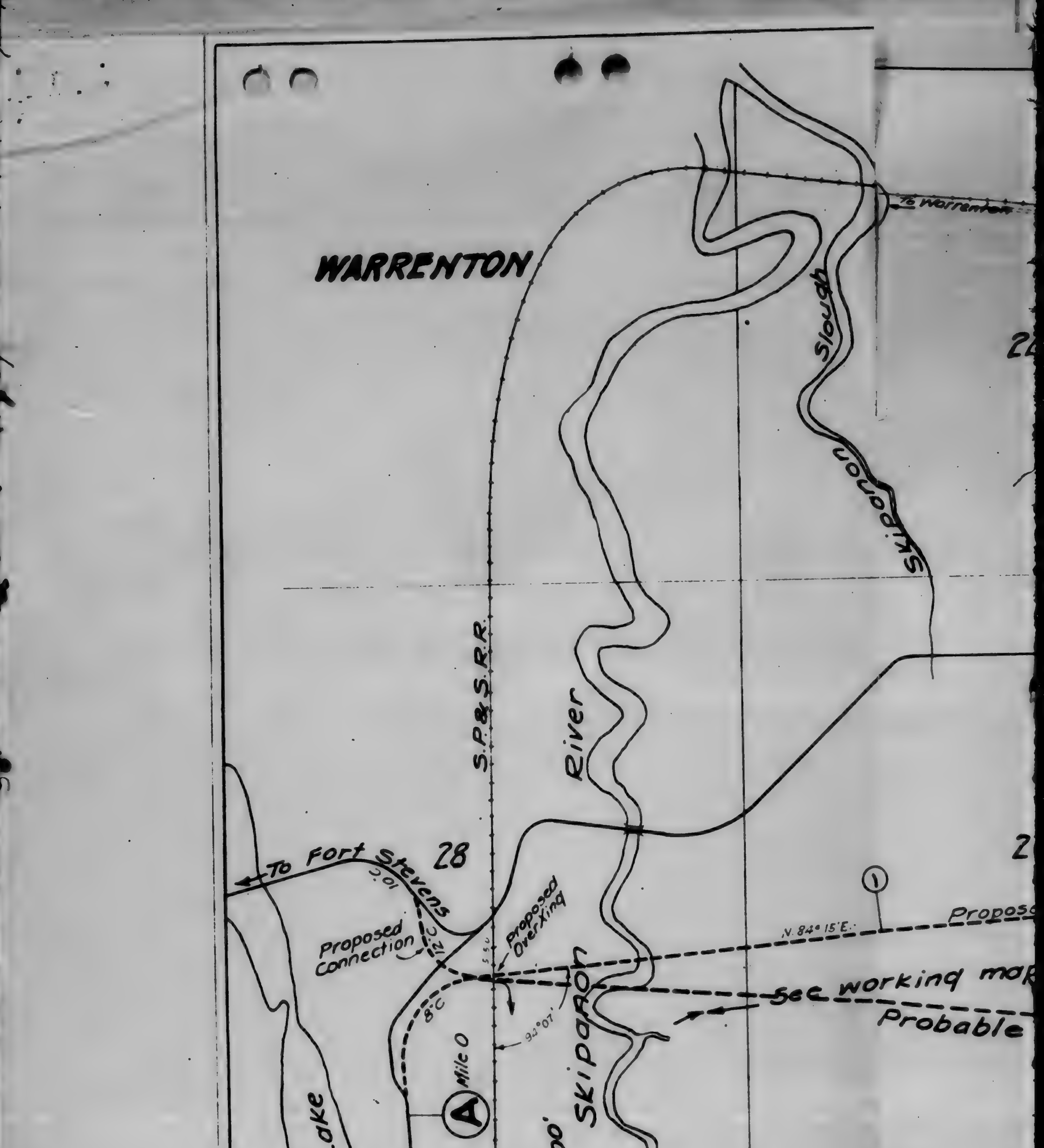
May 11, 1943.

Memo to Mr. Lynch

costs for the final extensions of the State highway to the east from point E or to the west or south from point I. The present plan means that traffic along the Oregon Coast Highway will travel somewhat farther than if the entire final route were completed. In line with the war-time directives, it is considered that the present proposal provides the minimum temporary reasonably adequate service. Construction of the complete relocation at this time would probably cost over $1,000,000 and the use of large quantities of critical structural materials for the Lewis and Clark Bridge, the Skipanon River and the railroad overcrossing.

Standards of width on Section GE should provide a 22-ft. pavement with 4-ft. shoulders only since this portion is not on the final location. Sections E,J and I,G,H should be designed similarly since they are ultimately rural surface roads rather than main State highways. The portion E,C should be designed with a 24-ft. pavement and 10-ft. shoulders since it is on the ultimate location of the main Oregon Coast Highway.

John R. Sargent
Associate Highway Engineer


WARRENTON
To Warrenton
Slough
Skipanon
22
S.P.&S.R.R.
River
28
To Fort Stevens
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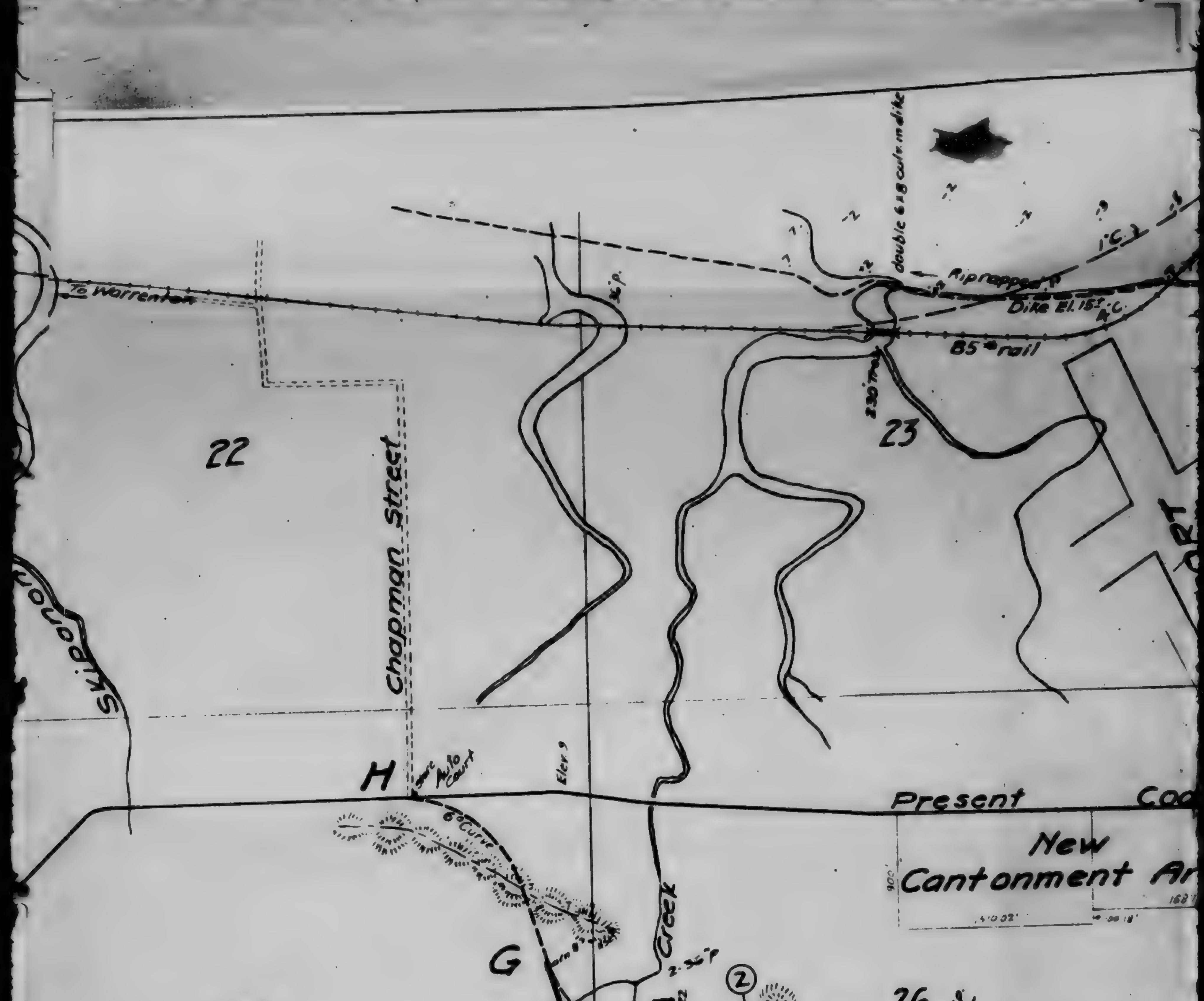
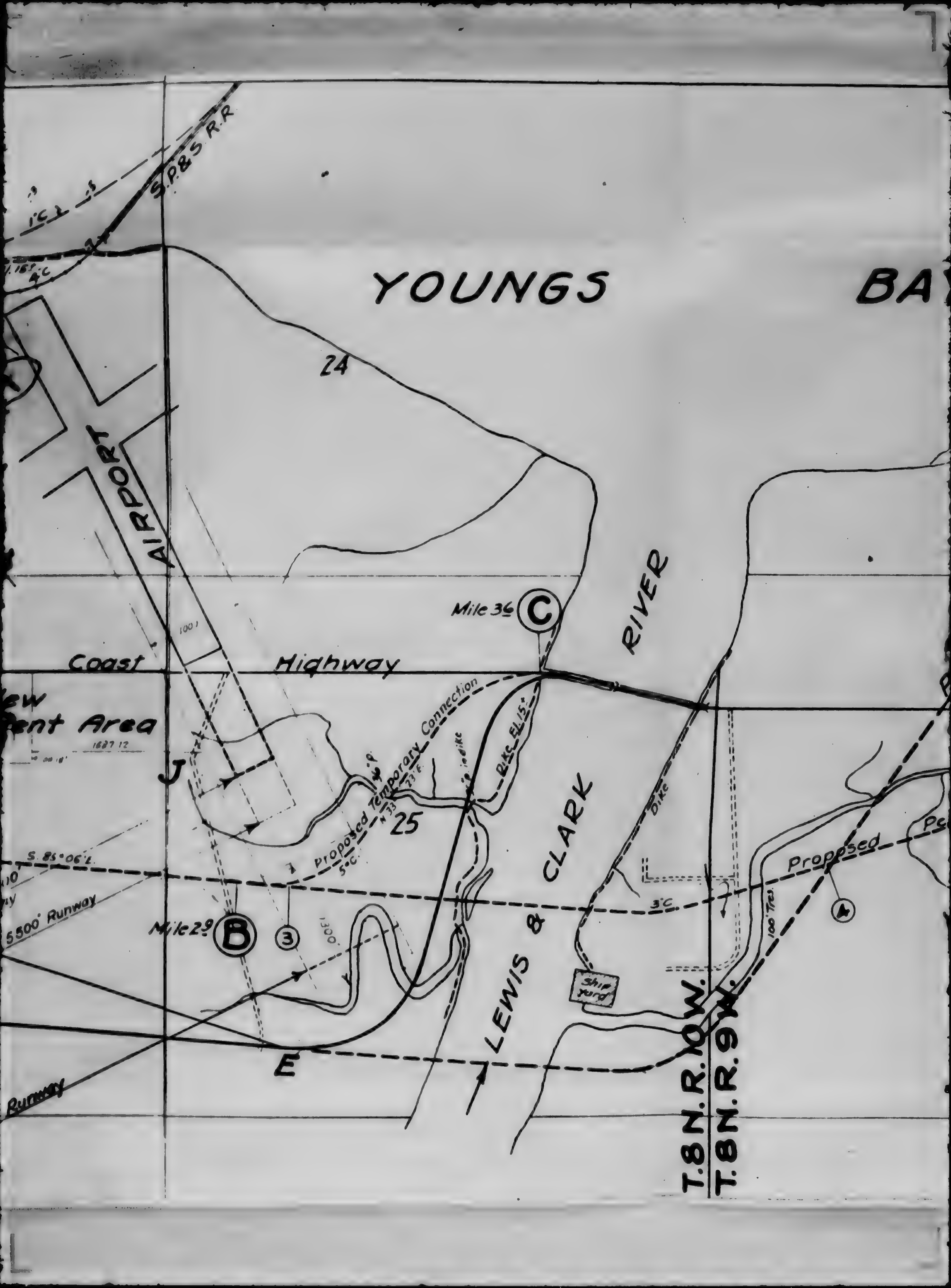
map 1" = 100'
Lake
Highway
2


To Warrenton
double 6x8 culv. in dike
Riprapped
1°C
Dike El. 15±
85# rail
22
23
Chapman Street
Skipanon
H
Auto Court
Elev. 9
Present
New
Cantonment Ar
6° Curve
Creek
G
F
Elev. 22
Grade
2-36" P
27
26
②
①
Route
S. 85° 06' E.
Permanent
Proposed
Old Skipanon
2-36" P
working map 1" = 200'
Probable Future Route
I
Proposed Extension For 5000' Runway
Possible Extension For 5500' Runway
7000' Runway
Possible Future Route


S.P.&S. R.R
1°C
4°C
YOUNGS
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AIRPORT
Mile 3.6
C
RIVER
Coast
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lew
ent Area
J
Proposed Temporary Connection
Dike EL 15'
Dike
25
S. 85°06' E.
5°C
5500' Runway
Mile 2.9
B
3
LEWIS & CLARK
Ship yard
Proposed
3°C
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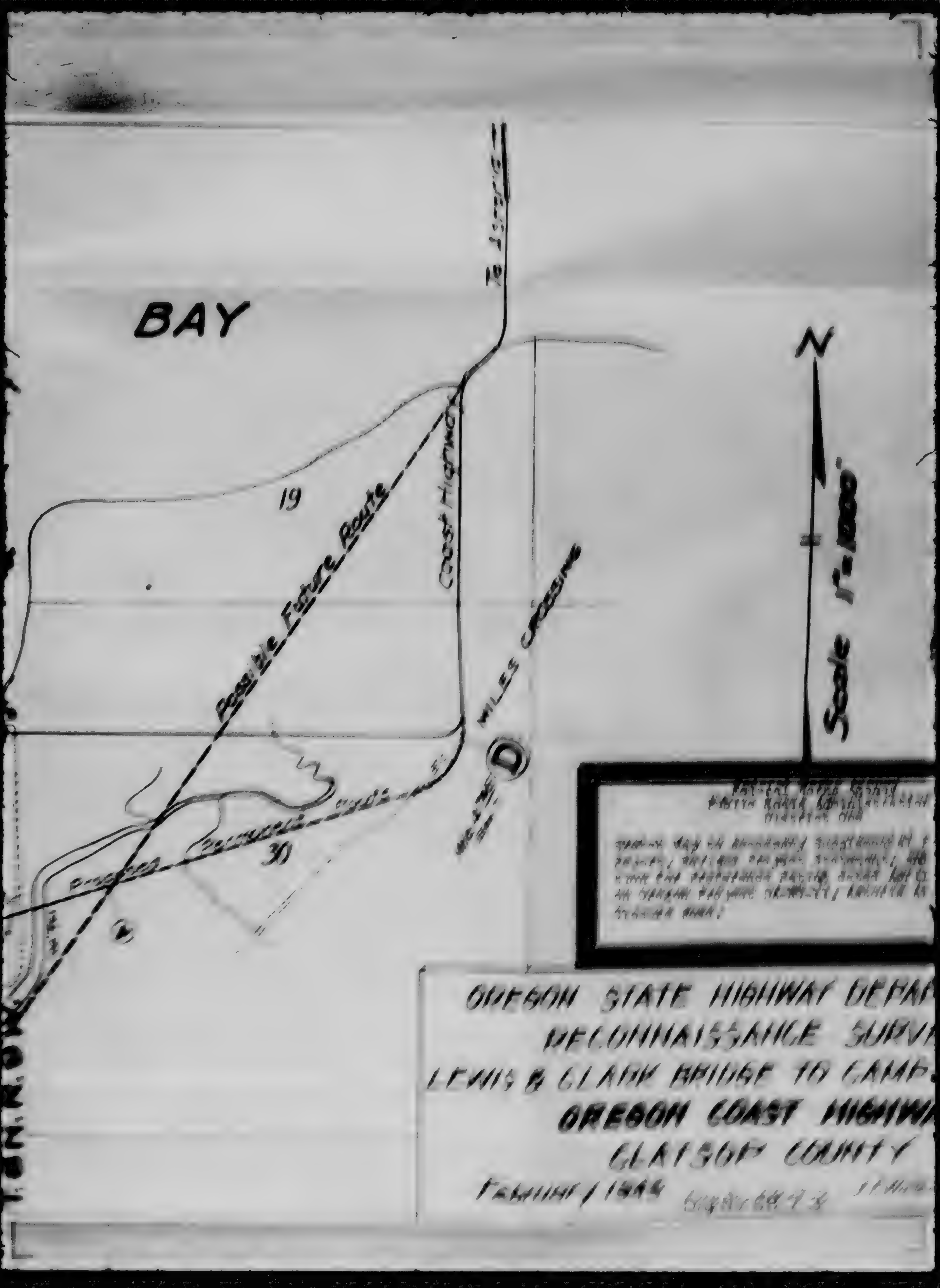
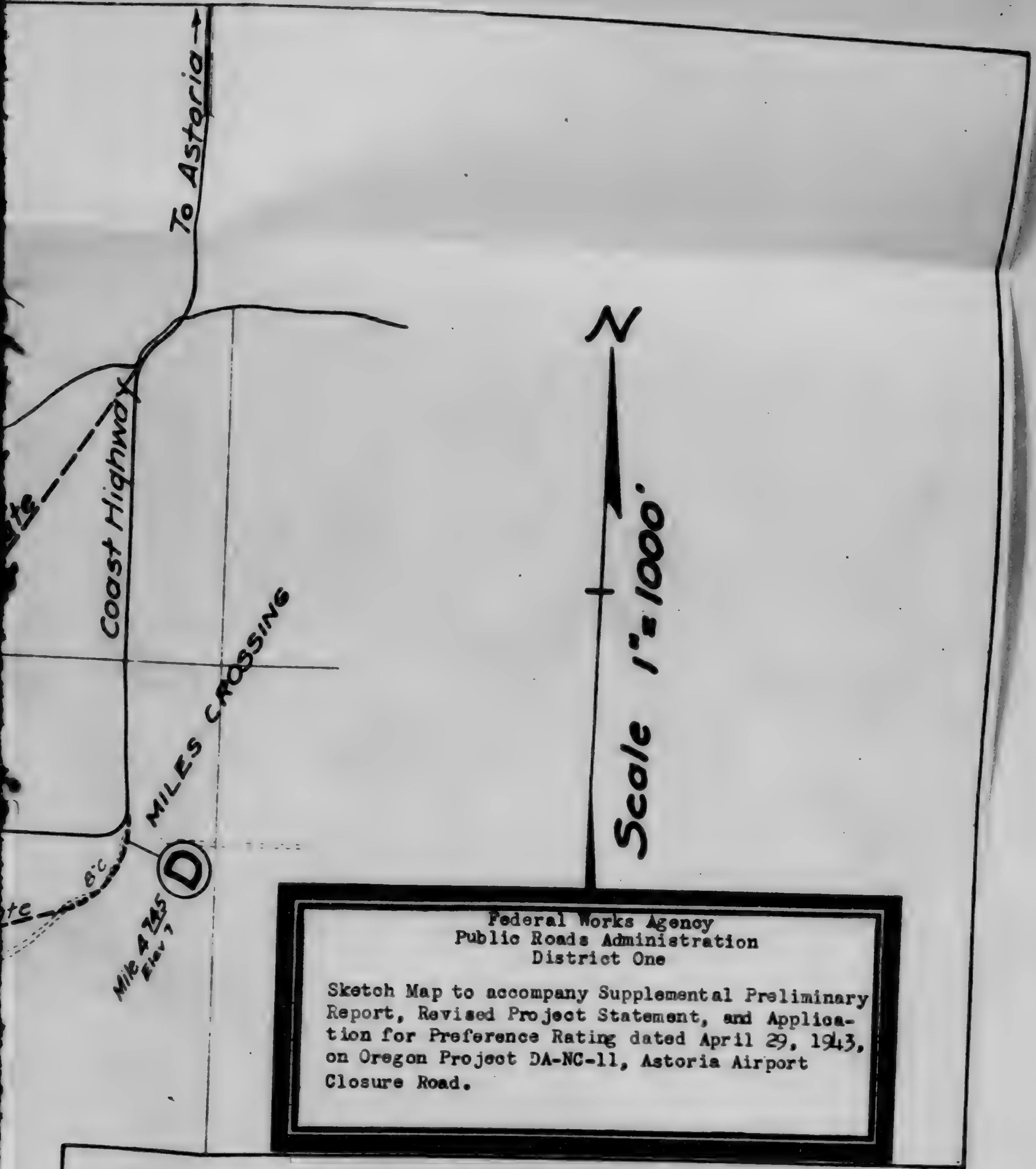
Runway
T.8N.R.10W.
T.8N.R.9W.


BAY
To Astoria
N
Scale 1"=1000'
Coast Highway
19
Possible Future Route
MILES CROSSING
D
Proposed Permanent Route
30

OREGON STATE HIGHWAY DEPAR
RECONNAISSANCE SURV
LEWIS & CLARK BRIDGE TO CAMP
OREGON COAST HIGHW
CLATSOP COUNTY
FEBRUARY 1949


To Astoria
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N
Scale 1"=1000'

Federal Works Agency
Public Roads Administration
District One

Sketch Map to accompany Supplemental Preliminary Report, Revised Project Statement, and Application for Preference Rating dated April 29, 1943, on Oregon Project DA-NC-11, Astoria Airport Closure Road.

OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SURVEY
LEWIS & CLARK BRIDGE TO CAMP CLATSOP
OREGON COAST HIGHWAY
CLATSOP COUNTY

February 1943
Drg No. 6B-7-3
J. F. Waller, Loc Engr.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HUDSON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
FOR FILING

EB-NC 11

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

COPY

February 20th, 1943

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

See:
ways-4-1466

I am enclosing herewith two copies of the reconnaissance report for the revision of the Oregon Coast Highway around the extension of the Astoria Airport.

The estimate of cost is based upon two types of surfacing, that for keyed macadam and bituminous top being $603,764 and for concrete pavement $649,138.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

cc to: H. G. Smith

29-4205 Hebo Rock Production 1943
Oregon Coast & Three Rivers Hwys.
#2645

RECEIVED
JUN 8 1946
FOR FILING

29-4205

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 7, 1945

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5920	2645	7-Final	A. H. Saxton & Son	2,581.70	272572	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G.

This is the warrant issued in the sum of the rewritten original voucher, regarding which you wrote Mr. Probert on May 23.

aaw

ACCOUNTING DIVISION

By ______________
Bookkeeping Dept.

NOTED ON CARD
6-7-45

Approved ______________
Secretary

RECEIVED
FOR FILING

29-4205

Salem, Oregon
May 23, 1945

Mr. S. H. Probert
Office Engineer
DEPARTMENT

Dear Mr. Probert:

I have just received a letter from the Maryland Casualty Company stating that they have no objections to the immediate release of the final payment due A. H. Baxter & Son in connection with Contract No. 2645 for the Hebo Rock Production Project, thus ~~we have~~ waiving the customary 10 day notice.

You will recall that this job was completed in the summer of 1944. 10 day notice was given to the Maryland Casualty Company at the time that final payment was to be made, and the company consented thereto. The letter that I have just received was supplementary in view of the fact that the amount of the final payment was changed.

Yours truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:pv

cc: Mr. W. H. Hawke

M

RECEIVED
FOR FILING

29-4205

May 21, 1945

Maryland Casualty Company,
Mansfield & Co., Agents,
302 Lewis Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 2645, with A. H. Saxton & Son, covering the furnishing of crushed rock in stockpiles for the Hebo Rock Production Project, in Tillamook County, was completed on April 4, 1944, and was accepted by the State Highway Commission May 9, 1944. You were notified on July 11, 1944, that final payment would be made on or after July 21, 1944, the total contract price at that time being estimated at $73,155.99.

We are now placing in line for payment a revised final estimate which increases the total contract price to $73,532.28, an increase of $376.29 over the previous final. It has been thought desirable and proper to notify you of this increase in view of the fact that you appear as surety on the bond furnished by the above contractor.

Due to the fact that you previously authorized final payment on or after July 21, 1944, we assume that you have no objection to an immediate release of a revised final payment. We would like to have a letter from you stating your wishes. In any event we are releasing the final warrant on or after Thursday, May 31, 1944. A note from you will allow us to make an earlier settlement with the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

NOTED ON CARD

5-21-45 gl

RECEIVED
MAY 1[illegible] 1945
FOR FILING

29-4205

Salem, Oregon
May 11, 1945

Agreement between A. E. Saxton and
State Highway Commission

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

We are handing you herewith two signed copies of the Agreement between the State Highway Commission and A. E. Saxton, which has to due with Mr. Saxton's claim for extra compensation in connection with his Contract No. 2645, on the Hebo Rock Production Project in Tillamook County.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:BM
Enclosures - 2
cc - H. C. Smith

RECEIVED
MAY 13 1945
FOR FILING

29-4205

Salem, Oregon
May 10, 1945

Agreement - A. H. Saxton
for compensation

Mr. C. B. McCullough
Assistant State Highway Engineer

OFFICE

Dear Mr. McCullough:

I am handing you herewith three signed copies of the Agreement between the State Highway Commission and A. H. Saxton, Contractor, disposing of Mr. Saxton's claim for extra compensation arising out of his Contract No. 2645 for the production of maintenance materials on the Hebo Rock Production Project in Tillamook County.

I have retained a copy of this agreement ~~petition~~ for the file and have sent an extra copy to Mr. Saxton for his information.

Very truly yours,

Secretary

HBG:amc

Attachment

29-4205

EIVED
OR FILING

May 10, 1945

Mr. A. H. Saxton
Route 2
Corvallis, Oregon

Dear Mr. Saxton:

I am handing you herewith an executed copy of an agreement between yourself and the State Highway Commission, disposing of your claim for extra compensation arising out of your Contract No. 2645 for the production of maintenance materials on the Hebo Rock Production Project in Tillamook County.

Very truly yours,

Secretary

OREGON STATE HIGHWAY COMMISSION

HBG:smc

Attachment

RECEIVED
APR 9 1945
FOR FILING

29-4205

April 7th, 1945

Mr. A. E. Saxton
Route #2
Corvallis, Oregon

Dear Sir:

I will be available April 23rd, at 10:30 a.m., to discuss your claim for additional compensation on the Nebo Rock Production Project.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith
F. B. Bacon

RECEIVED
JUL 11 1944
FOR FILING

29-4225

July 11, 1944

Maryland Casualty Company
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2645 for work on the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County, has been completed by the contractor, A. F. Saxton & Son, and that final payment in the amount of $2,205.41 will be made on or after July 21, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $73,155.99 of which amount $354.21 represents the amount of force account items. This contract was completed on April 4, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUL 3 1944
FOR FILING

29-4205

July 3, 1944

Maryland Casualty Company
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. H. Saxton & Son, on Contract No. 2645, covering the furnishing of 19,000 cu. yds. crushed rock on the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamoook County. This payment, in the amount of $19,161.67, will be made on or after July 13, 1944. The retained percentage is $2,194.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
MAY 1 - 1944
F [illegible]

29-4205

May 16, 1944

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting on May 9, 1944, granted you the extension of time requested, from November 30, 1943 to April 4, 1944, without penalty, in connection with contract No. 2645 for the Hebo Rock Production Project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 8, 1944

Section	Helo Rock Production	**Kind of work**	Maintenance Rock Production
Highway	Oregon Coast	**Section prefix**	29-4205
Contractor	A. H. Saxton and Son	**Contract number**	2645
Date of contract	August 23, 1943	**Date of completion**	November 30, 1943
Date work started	August 30, 1943	**Estimated date of completion**	, 19
Amount of contract	$67,760.00	**Per cent of time elapsed**	100 plus %

Estimated cost of completed project, exclusive of engineering $70,470.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1675.00, 2.5 % **Date project was completed** April 4, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed production Tuesday night, April 4, 1944, and is now cleaning up.

RECEIVED
APR 10 1944

RECEIVED
APR 10 1944
DIVISION ENGINEER

Signed J. H. Scott J. H. Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible]					
Miles partially completed					
Miles completed					
Total estimated quantities			19,000		
Estimated quantities moved or placed to date			19,000		
Average daily quantities			200		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			17		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers 1, Sheep-foot rollers ....., Trucks 6, ..., ...

April	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 2	Showers		
Monday 3	Clear		
Tuesday 4	"		
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAR 31 1944
FOR FILING

24-4[illegible]

March 30, 1944

Mr. W. O. Kelso, Manager
Bonding Department
Maryland Casualty Company
210 Sansome Street
San Francisco 4, California

Dear Mr. Kelso:

In reply to your letter of March 28, 1944, concerning the financial statement submitted to you by A. H. Saxton and Sons, I wish to say that our records disclose the amount due this contractor under Contract No. 2645 as of March 20, 1944, was $34,803.57, the amount stated in your letter.

The amount, $67,760.00, mentioned in your letter as the original contract price is also correct. Information in this office does not indicate that the job was completed as of March 20, 1944.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

Mr. Glaisyer:

The figures quoted in this letter are correct. Saxton and Sons were sent a payment in March in the amount of $29,721.57 and the retained percentage of that payment was $5,082.00 which shows a total of $34,803.57 that the State of Oregon owes the contractor on Contract No. 2645.

mailed today, 3/30

ANY

s
Corvallis, Oregon

Gentlemen:

In their financial statement submitted to us dated March 20th, 1944, A. H. Saxton & Sons claimed to have due from the State of Oregon under contract No. 2645 the sum of $34,803.57.

We are writing to ask if you can verify that as being correct and assure you that any information you give us will be considered strictly confidential.

For your information the statement indicates that the original contract was $67,760.00 and apparently it was uncompleted as of the date of the statement. Will you please let us hear from you?

Very truly yours,

W. G. KELSO, MANAGER
BONDING DEPARTMENT

WGK/jl
Encl.

REFERRED TO
[illegible]
BY SECRETARY

please get the figures to me.

RECEIVED
MAR 30 1944
OREGON
STATE HIGHWAY COMMISSION

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD AND PRESIDENT

SAN FRANCISCO OFFICE
210 SANSOME STREET, SAN FRANCISCO
EXBROOK 4191
SAM L. WEBSTER, RESIDENT VICE PRESIDENT
W. G. KELSO, MANAGER BONDING DEPT.
W. B. BRANDENBURG, MANAGER CASUALTY DEPT.

March 28th, 1944

Oregon Highway Division
Salem
Oregon

Re: A. H. Saxton & Sons
Corvallis, Oregon

Gentlemen:

In their financial statement submitted to us dated March 20th, 1944, A. H. Saxton & Sons claimed to have due from the State of Oregon under contract No. 2645 the sum of $34,803.57.

We are writing to ask if you can verify that as being correct and assure you that any information you give us will be considered strictly confidential.

For your information the statement indicates that the original contract was $67,760.00 and apparently it was uncompleted as of the date of the statement. Will you please let us hear from you?

Very truly yours,

W. G. Kelso
W. G. KELSO, MANAGER
BONDING DEPARTMENT

WGK/jl
Encl.

RECEIVED
MAR 30 1944
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

please get the figures for me.

RECEIVED
MAR 1 1944
FOR FILING

24-1005

February 29, 1944

Malheur County Local Board No. 1
Selective Service System
389 Oregon Street
Ontario, Oregon

Gentlemen:

Attention: Mr. Gail Huffman

Reference is made to your communication of February 25th requesting information in connection with A. H. Saxton & Son, Contract No. 2645, for the furnishing of 19,000 cubic yards of crushed rock in stock pile on the Oregon Coast and Three Rivers Highway in Tillamook County.

You are advised that A. H. Saxton & Son is a partnership consisting of A. H. Saxton and John R. Saxton.

The completion date of the above mentioned contract is April 15, 1944. We have no knowledge of other contracts which this firm has with the State Highway Commission. We call for bids from time to time on various types of highway work, and the contracts are awarded to the lowest bidder. If this company should bid on state contracts and their bid was low, naturally, they would receive the contract.

We trust that this is the information you desire.

Very truly yours,

JM:LT

C. B. McCullough
Asst. State Highway Engineer

SELECTIVE SERVICE SYSTEM

Local Board No. 1 95
Malheur County 045
FEB 2[illegible] 1944 001
389 Oregon Street
Ontario, Oregon
(STAMP OF LOCAL BOARD)

State Highway Commission
Salem,
Oregon

Gentlemen:

Will you please furnish this office with information in regard to the length of the present State Highway Contract Job No. 2645.

This information will be used in considering the classification of John Russell Saxton of Cloverdale, Oregon, who has stated he is a partner of A. H. Saxton & Son of Cloverdale, Oregon, and is engaged at the present time in the construction and maintance of State Highways. The Board is also desirous of knowing as to whether you anticipate offering further contracts to this Company.

Very truly yours,

MALHEUR COUNTY LOCAL BOARD

Robt. D. Lytle, Chairman

By: Gail Huffman
Clerk

gh/j

April 15, 1944

FOR VICTORY
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

RECEIVED
FEB 28 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 1944
FOR FILING

29-4-15

February 28, 1944

Mr. W. Stanley Coates,
County Engineer,
Tillamook County,
Tillamook, Oregon.

Dear Sir:

This will acknowledge your letter of February 25 addressed to Mr. Baldock, concerning the purchase from our contractor, Al Saxton, of reject material incident to his crushing operations near Cloverdale.

The salvaging and stock piling of this reject material for State use is part of our contract agreement, and we anticipate the need and use of all this material so supplied. However, on the completion of the crushing work by Mr. Saxton under the State contract, we will have no objections to your making an agreement or contract with Mr. Saxton to supply the County with crushed rock from the same source as is now being used by the State, for such sizes and amounts as the County may need for county road purposes.

Yours very truly,

C. B. McCullough,
Asst. State Highway Engineer.

FDB:AM

29-1205

COUNTY OF TILLAMOOK
OFFICE OF
COUNTY ENGINEER
TILLAMOOK, OREGON

February 25, 1944

RECEIVED
FEB 28 1944
[illegible] ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Al Saxton, who is operating a quarry at Cloverdale, Tillamook County, Oregon, producing crushed rock for the State Highway Commission, has some $1\frac{1}{4}$" minus reject material available that Tillamook County would like to purchase.

Mr. Saxton is willing to let us have the rock but says that it is necessary to have the approval of the State Highway Department before he can dispose of material from this plant.

Would this be possible and could you kindly give this matter your early consideration as I understand that this operation will not last very much longer.

Yours very truly,

W. Stanley Coates

W. Stanley Coates
County Engineer

ja

RECEIVED
OCT 8 1943
FOR FILING

[illegible]

October 8, 1943

A. H. Saxton & Son
Hamlet Route
Seaside, Oregon

Gentlemen:

We are sending you today by parcel post a fully executed copy of contract No. 2645 which was awarded to you on August 23, 1943, by the State Highway Commission, covering the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

By
Secretary
OREGON STATE HIGHWAY COMMISSION

HB

RECEIVED
[illegible] 1943
FOR FILING

[illegible]

September 10, 1943

A. H. Saxton & Sons
Cloverdale, Oregon

Gentlemen:

The attached copy of your letter of August 23, 1943, was returned to me through the mails on August 24.

The conditions mentioned in the letter, having to do with the source of materials for your contract No. 2645, for the Hebo Rock Production Project in Tillamook County, were accepted by the State Highway Commission on August 23, 1943, and this signed copy of the letter was handed to you for you records.

Thinking that the above-mentioned letter was sent to me by mistake, I am again returning it to you for your records and files. I have the original.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

(Original copy of above-mentioned letter filed in contract)

RECEIVED
AUG 30 1943
FOR FILING

August 24, 1943

A. H. Saxton & Son
Lowell, Oregon

Gentlemen:

We are sending you today by parcel post four copies of contract No. 2645, which was awarded to you by the State Highway Commission on August 23, 1943, covering the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

HBG:eb

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29-4205

August 24, 1943

A. H. Saxton & Sons
Lowell, Oregon

Gentlemen:

The State Highway Commission on August 23, 1943 awarded you the contract for the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways, in Tillamook County. This award was based on your bid of $67,760.00, submitted on July 28, 1943.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

cc - R. H. Probert
E. S. Paxson

ndition of Three Rivers Highway

DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
OBSERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

AUGUST 23, 1943

A. H. SAXTON
LOWELL, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR THE HEBO ROCK PRODUCTION PROJECT ON THE OREGON COAST AND THREE RIVERS HIGHWAYS, TILLAMOOK COUNTY BASED ON YOUR LOW BID SUBMITTED ON JULY 28, 1943. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER
SECRETARY OREGON STATE HIGHWAY COMMISSION

File

E A Collier
E. A. Collier
Maintenance Engineer

EAC/er

NO A-6
6-16

FORM E-30 80M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1943

[illegible]
Private
Rock Production!

SUBJECT: Condition of Three Rivers Highway

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In compliance with your request, I made an inspection of the Three Rivers Highway with Mr. Eason today.

This highway and the Oregon Coast Highway from Hebo to the junction with the Little Nestucca Secondary Highway show the effect of log haul from the Little Nestucca Secondary Highway via Hebo to Dallas and Salem. The Hebo crew was patching and should be able to hold this highway for the summer with the help of seven miles of re-oiling planned this year. However, two sections showed considerable failure and should be strengthened. Our supply of maintenance rock will be exhausted by fall.

We recommend that a rock production job be awarded at the July Commission meeting for 5,000 cubic yards of 1½"-0" rock for strengthening the three miles from Clear Creek to the Little Nestucca junction on the Oregon Coast Highway and for the 4.3 miles east of Hebo on the Three Rivers Highway.

We also recommend that 13,500 cubic yards of regular oil rock be produced and stock piled for maintenance on the Oregon Coast Highway from Beaver, mile post 92, to Oretown, mile post 105, and on the Three Rivers Highway from Hebo to Dolph, mile post 10.5. 3,500 cubic yards of the above amount would be for an O-11 on the seven-mile section to be strengthened, which would be placed in 1944 by state forces. The quarry would be at Clear Creek, mile post 100.7, on the Oregon Coast Highway. The estimated cost of the rock and the haul is $55,000.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC/er

DA-WR 42(1) Suver Road-Wells Road Sec., 1943
Independence-Granger Co. Rd.
#2646

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NOV 6 1943
FOR FILING

DA-WP. 4[illegible]-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Oct. 19, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11910	2646 -	2-Final	E. C. Hall & J. C. Compton	750.00	247160	Accepted? Yes
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Card shows "Hold until notified"

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

OK to release warrant

Approved
Secretary

NOTED
RUTH SMITH

RECEIVED
OCT 21 1943
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 42-1

October 19, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 42(1)
Suver Road-Wells Road Section
Independence-Granger County Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 20 1943
STATE HIGHWAY COMMISSION

Tro

Wa 4 fu 18448.

Form P. R. 2

State Oregon

Project No. DA-WR 42 (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 11th day of September, 1943

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section ______ of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of July 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand and no/100 dollars ($10,000.00) as the share of the United States payable under said act on account of ~~Section ______ of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 – 77th Congress), and any part of the cost of the project not so financed shall be made available in the following manner: Under Chapter 175, Laws of 1927; Chapter 31, Laws of 1929; Chapter 329, Laws of 1939.**

(Indicate date and citation of act of legislature by which authorized)

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **mile post 8.37 at Saver Road in Sec. 33, T 9 S, R 4 W., W.M., and mile post 11.49 at Wells Road in Sec. 16, T 10 S, R 4 W., W.M.**

, length **3.120** miles, in **Polk and Benton** Counties being **Oregon Defense Access** project No. **DA-WR A2(1)** consisting of **3.120** miles of roadway and **no** bridges, each of more than 20 feet clear span, of a mile in length.

10—11370 GPO

NP

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

16 11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of ten thousand and 00/100 dollars ($ 10,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, one hundred ninety-eight and 00/100 dollars ($ 11,198.00), the approved total estimated cost of [redacted] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chap. 529, laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

SEP 21 1943, 19__

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
H B Glaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

Form P.R. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR 42(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $11,198.00 as the total estimated cost of said project, and the sum of $10,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and SEP 21 1943

FEDERAL WORKS ADMINISTRATOR,

By H.J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

DA-WR 42-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 2 2 1943
FOR FILING

October 14, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 42(1)
Suver Road-Wells Road Sec.

Dear Sir:

Enclosed is approved copy of the substitute estimate for auditing vouchers, dated September 22, 1943, and of the special provisions and proposal form for the contracting of the oiling.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
OCT 15 1943
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
OCT 1 1943
FOR FILING

1A-WR 62-1

October 1, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2646 for work on the Suver Road-Wells Road Section of the Independence-Granger County Road, in Benton and Polk Counties, has been completed by the contractor, E. C. Hall Co. & J. C. Compton, and that final payment in the amount of $750.00 will be made on or after October 10, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $2,541.91, and that no force account work was performed therein. This contract was completed on September 3, 1943, but not yet accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

By

Secretary
KD
OREGON STATE HIGHWAY COMMISSION

DA-WR 42-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 1943
FOR FILING

September 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 42(1), Suver Road-Wells Road Section, Independence-Granger Highway ____________, was made by a representative of this office on September 15, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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1 1943
[illegible] MISSION

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FOR FILING

LH-WR 42-1

September 29, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co. & J. C. Compton, on contract No. 2646, covering 3.1 miles of oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road, in Benton and Polk Counties. This payment, in the amount of $1,791.91, will be made on or after October 9, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

EB

Recorded E. B.

RECEIVED
SEP 27 1943
FOR FILING

M-WK-42-1

September 23, 1943

E. C. Hall Co. & J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2646 which was awarded to you on August 23, 1943, by the State Highway Commission, covering 3.1 miles of oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road in Benton and Polk Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - J. C. Compton
P. O. Box 86
McMinnville, Ore.

TW

RECEIVED
SEP 27 1943
FOR FILING

SP-WR 42-1

September 23, 1943

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2646 which was awarded to E. C. Hall Co. & J. C. Compton by the State Highway Commission on August 23, 1943, covering 3.1 miles of oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road in Benton and Polk Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By Secretary

EB

FORM E-123X 6M 4-43

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SEP 25 1943
FOR FILING

DA-WR 42-1

September 23, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of substitute estimate for auditing vouchers for the Suver Road-Wells Road Section, Project No. DA-WR 42 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 42 (1)

SUVER ROAD-WELLS ROAD SECTION OF THE INDEPENDENCE-GRANGER HIGHWAY IN POLK AND BENTON COUNTIES

(Substitute estimate for auditing vouchers.)

Salem, Oregon, September 22, 1943

State Force Work				
2,100	cu. yds.	Gravel Surfacing	$ 2.00	$ 4,200.00
Materials Purchased by State				
430	cu. yds.	3/4" - ½" Mineral Aggregates	1.90	817.00
230	cu. yds.	½" - ¼" Mineral Aggregates	2.05	471.50
140	cu. yds.	¼" - 0" Mineral Aggregates	1.90	266.00
78	tons	200-300 Asphalt (FOB Independence)	16.90	1,318.20
Contract Work				
3.03	miles	Preparation of Base	150.00	454.50
800	cu. yds.	Hauling and Placing Aggregates	1.50	1,200.00
78	tons	Hauling and Placing 200-300 Asphalt	11.85	924.30
			Subtotal	$ 9,651.50
			10% Engr. & Cont.	965.15
			Total	$ 10,616.65

Length of Project 3.030 miles
Cost per mile $ 3,503.84

[illegible]

Federal Access Funds Requested- $ 10,000.00
State Funds - 616.65

$ 10,616.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FORM E-128X 6M 4-43

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DA-WR 42-1

September 14, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Wells Road-Suver Road Section, Project No. DA-WR 42 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WR 42(1), Suver Road-Wells Section of the Independence-Granger Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Since submitting the estimate, a change in methods of construction has been proposed under which the oiling will be done by contract. Since there is to be no change in Federal funds, there appears to be no reason to withhold action on the project agreement as prepared. However, after award of contract, will you please forward us copies of a revised estimate showing contract unit prices for the oiling work, which will be substituted for the agreement estimate for the purpose of auditing vouchers.

The use of State-furnished mineral aggregates in the contract for the oiling work has been approved.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
SEP 3 - 1943
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER

September 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WR 42(1), Sever Road-Wells Section of the Independence-Granger Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Since submitting the estimate, a change in methods of construction has been proposed under which the oiling will be done by contract. Since there is to be no change in Federal funds, there appears to be no reason to withhold action on the project agreement as prepared. However, after award of contract, will you please forward us copies of a revised estimate showing contract unit prices for the oiling work, which will be substituted for the agreement estimate for the purpose of auditing vouchers.

The use of State-furnished mineral aggregates in the contract for the oiling work has been approved.

Very truly yours,

[illegible]
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

Encls.

[illegible]
Date of Opening Bid
No. Bids Receiv

O.C. HWY 99
CAMP
ADAIR
POLK
BENTON

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 10 1943
FOR FILING

DA-WR 32-1

September 4, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing three copies of encroachment and traffic resolution for a section of the Independence-Granger County Road in Polk County, executed by the county officials; also three copies of resolution relative to encroachments and traffic for a section of the Independence-Granger County Road in Benton County executed by the Benton County officials. This is Federal Access Road Project No. DA-WR 42 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

me

Encl.

cc Mr. J. H. Nash

✓

Form E-1—5M—4-43

A-WB 42-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 4, 1943

Section Suver Road - Wells Road

Kind of work Oiling

Highway Independence Granger County Road

Section prefix 202 - 1013

Contractor Hall & Compton

Contract number 2646

Date of contract August 23, 1943

Date of completion Sept. 30, 1943.

Date work started Sept. 2, 1943

Estimated date of completion , 1943

Amount of contract $2,578.80

Per cent of time elapsed 23 %

Estimated cost of completed project, exclusive of engineering $2,578.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $72.00, 0.028 %

Date project was completed 9-3-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling of this project completed on Thursday and Friday of this week.

RECEIVED
SEP 7 - 1943

Signed B. C. Johnson

Address Monmouth, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

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SEP 6 - 19

Average force on project for week ....

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants........ ...., ..., ..., ..., ..., Compressors ...., Bulldozers ...., Sheep-foot rollers ....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 30 1943
FOR FILING

M-WR 42-1

August 26, 1943

E. C. Hall Co. & J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2646, which was awarded to you by the State Highway Commission on August 23, 1943, covering 3.1 miles of oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road in Benton and Polk Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MBG:sb
cc - J. C. Compton
Box 86
McMinnville, Oregon

NOTED
RUTH SMITH

NOTED
H. B. GLAISYER

RECEIVED
AUG 30 1943
FOR FILING

FA-WR 42-21

August 24, 1943

E. C. Hall & J. C. Compton
1160 Grant St.
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 23, 1943, awarded you the contract for 3.1 miles of oiling on the Suver Road-Wells Road Section of the Independence-Granger County Road, in Benton and Polk Counties. This award was based on your low bid of $2,578.80, submitted on August 23, 1943.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

BW

cc - J. C. Compton
P.O. Box 86
McMinnville, Oregon

S. H. Probert

C. B. Paxson

DA-WR 42

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 21 1943
FOR FILING

August 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-WR 42(1), Suver Road-Wells Road Section of the Independence-Granger County Road, to E. C. Hall & J. C. Compton, Eugene and McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
SEP 18 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1943
FOR FILING

DA-WR 42-1

August 16, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for oiling work on the Suver Road-Wells Road Section, Project No. DA-WR 42 (1).

Five bid proposals are being sent under separate cover.

It was originally anticipated to do all of the work on the project by State Forces and the estimate as basis for project agreement, submitted to you previously, was prepared on this basis. However, it is now proposed to do the oiling work by contract and the papers now being submitted are to cover this work.

A substitute based on contract prices for the oiling work will be submitted later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 42 (1)

SUVER ROAD-WELLS ROAD SECTION OF THE INDEPENDENCE-GRANGER HIGHWAY IN POLK AND BENTON COUNTIES

(Estimate to accompany plans and specifications for oiling. Not as basis for substitute estimate.)

Salem, Oregon, August 16, 1943

State Force Work

2,100	cu. yds.	Gravel Surfacing	$ 2.00	$ 4,200.00

Materials Purchased By State

430	cu. yds.	3/4" - ½" Mineral Aggregates	1.90	817.00
230	cu. yds.	½" - ¼" Mineral Aggregates	2.05	471.50
140	cu. yds.	¼" - 0" Mineral Aggregates	1.90	266.00
78	tons	200-300 Asphalt (FOB Independence)	16.90	1,318.20

Contract Work

3.03	miles	Preparation of Base	150.00	454.50
800	cu. yds.	Hauling and Placing Aggregates	1.50	1,200.00
78	tons	Hauling and Placing 200-300 Asphalt	11.85	924.30
			Subtotal	$ 9,651.50
			10% Engr. & Cont.	965.15
			Total	$10,616.65

Length of Project	3.057 miles
Cost per mile	$ 3,503.84

Federal Access Funds Requested- - - - - - - - - - - - - - - - - - -	$10,000.00
State Funds- -	616.65
	$10,616.65

SUVER ROAD-WELLS ROAD SECTION

PROJECT NO. DA-WR 42 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 16, 1943

PR 46

Roadway (Suver Road-Wells Road)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

State Oregon

Starting Date (Est.) Sept. 1, 1943

Project No. DA-WR 42 (1)

Completion Date (Est.) Sept. 30, 1943

Estimated Total Cost Roadway $ 10,616.65

Length: Miles 3.038

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	19,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
SEP 25 1943
FOR FILING

DA-WR 42-1

July 13, 1943

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Suver Road-Wells Road Section, Project No. DA-WR 42 (1). Three copies of right of way statement and three copies of Form PR 46 are likewise enclosed.

Your attention is called to the length of project being shown in the agreement estimate as 3.120 miles, instead of 2 miles as given in the project statement.

Please be advised that this difference is not due to extension of the project, the limits of which are the Suver Road and the Wells Road, but is due to the length given in the project statement being incorrect.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 42 (1)

SUVER ROAD-WELLS ROAD SECTION OF THE INDEPENDENCE-GRANGER HIGHWAY IN POLK AND BENTON COUNTIES

(Estimate as basis for project agreement. Based on estimated costs of construction by State Forces.)

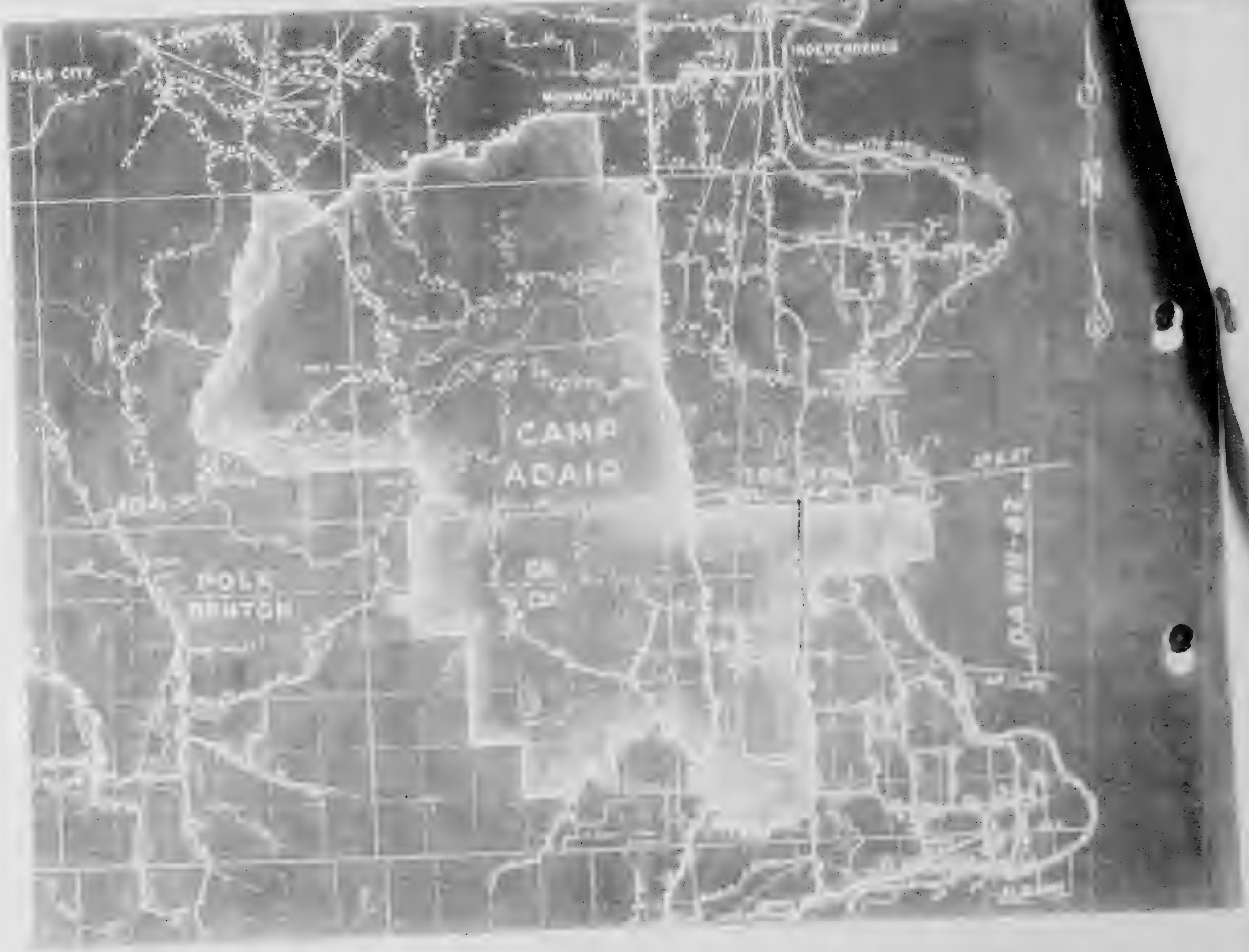
Salem, Oregon, July 13, 1943

2,100	cu. yds.	Gravel Surfacing	$ 2.00	$ 4,200.00
3.1	miles	Oil Mat Surface Treatment	1,929.10	5,980.00
			Subtotal	$ 10,180.00
			10% Engr. & Cont.	1,018.00
			Total	$ 11,198.00

Length of Project	3.120 miles
Cost per mile	$ 3,589.10

Federal Access Funds Requested- -	$ 10,000.00
State Funds -	1,198.00
	$ 11,198.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939


FALLS CITY
MONMOUTH
INDEPENDENCE
CAMP ADAIR
POLK
BENTON

Date of Opening Bid
No. Bids Receiv

PR 46

Roadway (Suver Road-Wells Road Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 26, 1943

Completion Date (Est.) Sept. 15, 1943

Estimated Total Cost Roadway $ 11,198.00

State Oregon

Project No. DA-WR 42 (1)

Length: Miles 3.120

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3,000	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	19,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

SUVER ROAD-WELLS ROAD SECTION

PROJECT NO. DA-WR 42 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 13, 1943

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

-WR 42

8

July 6, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

We are advised that the project statement for Oregon DA-WR-42, Camp Adair Independence Access Road, was formally certified by the War Department and approved by the Commissioner on June 26, 1943.

You are accordingly authorized to proceed as maintenance under CMP Regulation 5-A.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 8 - 1943
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst

RECEIVED
[illegible]
FOR FILING

Camp
Projects
Access Roads

March 29, 1943

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

On the recent trip with Mr. Sargent of your office and Captain Evans of the Army inspecting the proposed replacement of state secondary highways and county roads in the Camp Adair area, Colonel McCoy, the camp commander, brought up the matter of improving the Independence-Granger County Road between Independence and the Wells Road, which is the Camp Adair entrance.

You will remember that this road was reconstructed under contract by the State between the Wells Road and Granger last year, and at the urgent request of the Camp Adair Army Command the State added additional rock and oiled the remainder of the road from the north end of the contract job to Independence. This road has served the traffic very satisfactorily during the past winter until very recently. Considerable failure has occurred, particularly between the Wells Road and the Suver Road, due to the heavy operations of Army equipment. The Colonel was very desirous of getting this put back into suitable shape and also of improving the alignment at certain places.

In discussing the matter on the trip through after consulting with Colonel McCoy, we roughly estimated that it would take approximately 2,000 yards of rock to stabilize the failed portions of the 2-mile section between the Wells Road and the Suver Road, at the approximate cost of $2.50 a yard or $5,000.00, and the reoiling of this section, which will always be subject to considerable heavy Army traffic, with an C-9 specification at approximately $2,500.00 a mile, or $5,000.00. This would give a total expenditure on this section of approximately $10,000.00.

It was suggested to Mr. Sargent that if arrangements

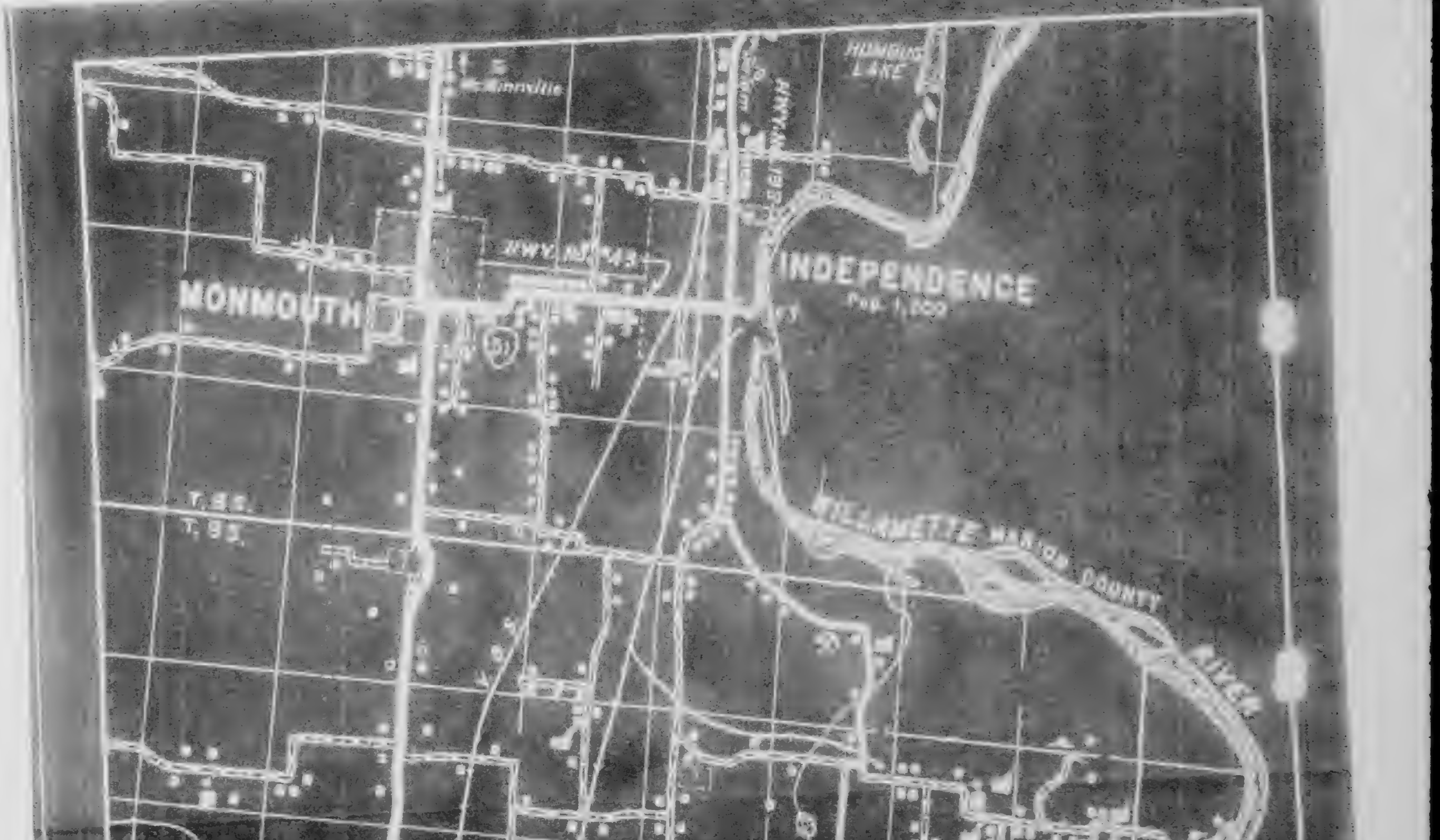
Mr. W. H. Lynch
March 29, 1945
Page 2

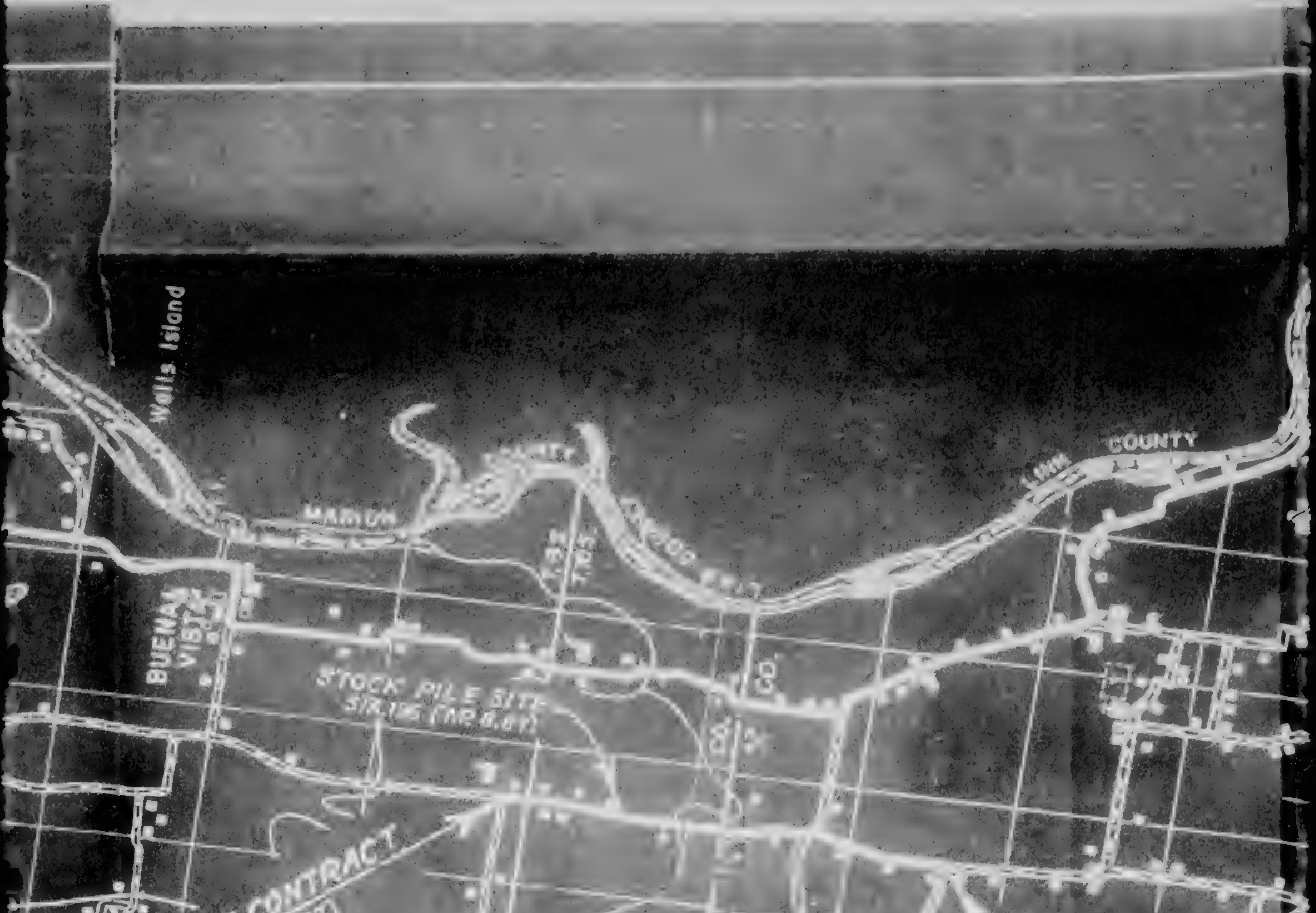
could be made for the Government to do this repair work due to the damage caused by the Army equipment, the State would recoil the remaining 10 miles from the Saver Road to Independence, at an approximate cost of $10,000.00. It was thought that any alignment changes were unjustified.

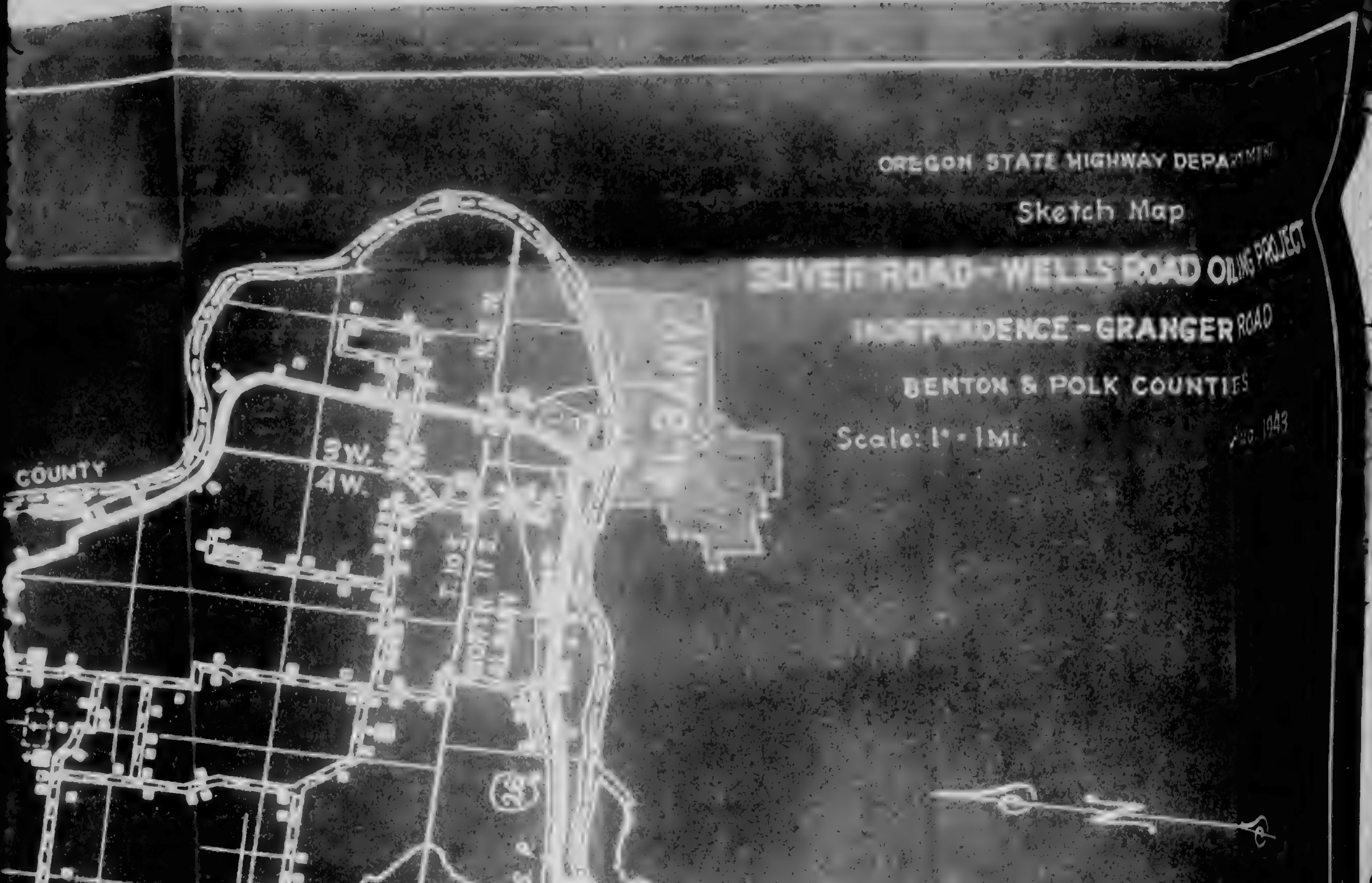
Please advise if the P.R.A. will approve this extraordinary maintenance work as above outlined.

Very truly yours,

R. M. Baldock,
Chief Engineer.

HUMBUG LAKE
McMinnville
HWY. No. 193
Salem
HWY. No. 143
INDEPENDENCE
Pop. 1,000
MONMOUTH
51
T. 8 S.
T. 9 S.
WILLAMETTE RIVER
POLK COUNTY
MARION COUNTY
SP
Luckiamute
N. END
STA. 16
BUENA VISTA
Wells Island


Walls Island
MARION
COUNTY
LINN COUNTY
BUENA VISTA
STOCK PILE SITE
STA.195 (MP 6.6)
N. END OF CONTRACT
STA. 167+00 (MP 8.37)
S. END OF CONTRAC
STA. 0+00 (MP 11.6
POLK
BENTON
CO.
R. 4 W.
R. 5 W.
River
Creek


COUNTY
3W.
4W.
Slough
26
S.P.
OF CONTRACT
(M.P. 11.43)
18

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

SUVER ROAD - WELLS ROAD OILING PROJECT

INDEPENDENCE - GRANGER ROAD

BENTON & POLK COUNTIES

Scale: 1" = 1 Mi.

Aug. 1943

GEORGIA STATE HIGHWAY DEPARTMENT
SKETCH MAP
ROAD OILING PROJECT
ROAD
COUNTIES
Aug.

[illegible]

OREGON STATE HIGHW

Preparation of Base	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hauling and Placing, [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hauling and Placing, [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total				[illegible]		[illegible]		[illegible]

S STATE HIGHWAY DEPARTMENT [illegible]

4-1049 Miles Crossing-Lewis & Clark Riv. Sec.
Oregon Coast Highway 1943

#2647

RECEIVED
JAN 24 1944
FOR FILING

4-1049

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 22, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	174	2647	3-Final	C. H. Grimstad & E. T. Vanderveldt	$645.70	251199	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

We have your acceptance advice on this
aaw

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

Approved H B Glaisyer
Secretary

NOTED
RUTH SMITH

RECEIVED
JAN 10 1944
FOR FILING

4-1049

January 8, 1944

Standard Accident Insurance Company
A. D. Trumkey, Agent
818 Spaulding Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2647 for work on the Miles Crossing-Lewis & Clark River Section of the Oregon Coast Highway in Clatsop County has been completed by the contractor, C. H. Grimstad & T. Vanderveldt, and that final payment in the amount of $645.70 will be made on or after January 18, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,764.70 and that no force account work was performed therein. This contract was completed on October 30, 1943, and accepted by the Commission on December 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED
RUTH SMITH

Secretary

DF

RECEIVED
JAN 7 1944
FOR FILING

4-1049

January 3, 1944

C. H. Grimstad & T. Vanderveldt
749 9th Street
Astoria, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 23, 1943, granted you the extension of time requested, from September 30, 1943 to October 30, 1943, without penalty, in connection with contract No. 2647 for constructing oiled rock footpath on the Miles Crossing-Lewis & Clark River Section of the Oregon Coast Highway in Clatsop County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc - F. D. Eason

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 30, 1943., 19

Section Miles Crossing - Lewis & Clark River

Kind of work Oiled Rock Footpath

Highway Oregon Coast

Section prefix 4 - 1049

Contractor Grimstad & Vandervaldt

Contract number 2647

Date of contract August 31, 1943., 19

Date of completion September 30, 1943., 19

Date work started September 8, 1943., 19

Estimated date of completion November 6, 1943., 19

Amount of contract $5,740.00

Per cent of time elapsed over 100 %

Estimated cost of completed project, exclusive of engineering $7,500.00

Per cent of contract completed, based on total contract price . . . . over 100 %

Engineering cost to date, $340.00, 100 %

Date project was completed 10-30-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor uncovered the drainage structure and found that it had been crushed in by the installation of the sidewalk fill. This is the dr inage [illegible] system mentioned in last weeks report. I found it necessary to extend the 18-inch culvert 24 feet to the new right of way line and told Mr Lee that he would have to reconstruct his drainage system and install concrete pipe.

The Contractor has completed all work on this project, the final da te
7
being November 30, 1943 .

RECEIVED
NOV 2 - 1943

Signed L. T. [illegible]

Address Astoria, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 1 - 1943
DIVISION ENGINEER

STATE PRINTING DEPT.

RECEIVED
SEP 27 1943
FOR FILING

4-1049

September 23, 1943

C. H. Grimstad and T. Vanderveldt
749 9th Street
Astoria, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2647 which was awarded to you on August 23, 1943, by the State Highway Commission, covering 0.9 mile of oiled rock footpath on the Miles Crossing-Lewis and Clark River Section of the Oregon Coast Highway in Clatsop County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

EB

RECEIVED
AUG 30 1943
FOR FILING

4-1049

August 24, 1943

C. E. Grimstad & T. Vanderveldt
749 - 9th Street
Astoria, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2647, which was awarded to you by the State Highway Commission on August 23, 1943, covering 0.9 mile oiled rock footpath on the Miles Crossing-Lewis and Clark River Section of the Oregon Coast Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:eb

RECEIVED
AUG 30 1943
FOR FILING

4-1049

August 24, 1943

C. E. Grimstad & T. Vanderveldt
749 9th St.
Astoria, Oregon

Gentlemen:

The State Highway Commission on August 23, 1943, awarded you the contract for 0.9 mile oiled rock footpath on the Miles Crossing-Lewis and Clark River Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $5,740.00, submitted on August 23, 1943.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

EW

cc - S. H. Probert

G. S. Paxson

RECEIVED
OCT 6 1943
FOR FILING

[illegible]

August 6, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith Form PR-1-PA (Application No. 50) for a proposed State Project, involving the construction of an oiled rock footpath on the Miles Crossing-Lewis & Clark River Section of the Oregon Coast Highway.

Expeditious handling of this application will be appreciated, as it is important that the proposed work be completed before the fall rains begin. We plan to receive bids for the work on August 23.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
FOR FILING
Maint.
[illegible]
Sidewalks

4-1049

July 1, 1943

Mr. J. M. Devers

Please advise whether you have secured options for additional right of way so that we can effect the proposed sidewalk construction between Miles Crossing and the Lewis and Clark Bridge.

For your information, am attaching a copy of a letter stating that the Housing Authority will give us this easement.

R. H. Baldock

RHB:HI

NATIONAL HOUSING AGENCY

FEDERAL PUBLIC HOUSING AUTHORITY

WASHINGTON
310 Alderway Building, Portland, Oregon
June 28, 1943

COPY

Oregon State Highway Commission,
Salem,
Oregon

NOTED
State Highway Engineer

Gentlemen:

Attn. Mr. F. B. Crandall
Acting Traffic Engineer

Re: STATE ROAD IMPROVEMENT
Astoria, ORE-35253

I have been informed by telephone that FPHA Planning Division is recommending the granting of an easement for road, gutter and sidewalk construction at subject project:

Please furnish the writer with 5 copies of your creditable solution to this problem, for use in coordination of our work with your proposal.

Very truly yours,

Harry R. Gamble - Area Project Engineer

HRG-jlh

cc R-IX
xx Hirt
cc Archt
cc File

R

FORM X-30 50M 7-42

AGENDA
JUN 15 1943
1-2

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

June 3, 1943

SUBJECT: Pedestrian sidewalk on US101,
Miles Crossing to Lewis and
Clark Bridge

NOA
7-28

To: R. H. Baldock

L

This letter is in response to yours of May 19 requesting cost estimate, index of hazard, pedestrian data, etc. in connection with the construction of a pedestrian footpath along US101 between Miles Crossing and Lewis and Clark Bridge.

I did, on May 26, make a field investigation, and I do not believe that a detailed and itemized cost estimate can be made until such time as certain other surrounding details are ironed out. It is sufficient to say, based on past projects, that the cost of this type of facility (5-foot oiled pedestrian walk) would run around $5,000 per mile, and it is probable that with the present increased costs that $6,000 per mile would be a more likely figure. In this particular instance approximately 0.8 miles of such pedestrian walk would be required which would make the job run around $5,000.

As regards information on "index of hazard" which you have requested, I wish to say that, although we have developed a method of computation of such indices for individual cases, such indices for any practical purposes rely upon intercomparison as between any group comprising several cases. Since we do not have a large sample of cases, index of hazard in a particular instance serves no practical purpose.

Based on somewhat meager traffic count, the vehicular volume (both directions) is estimated to be 3400 vehicles per day, and pedestrians walking along the shoulders, 75 per day. During the more than two year period, January, 1941 to April 30, 1943, there have been only two pedestrian accidents reported on this section, these two having occurred during 1941. I am submitting herewith a 100-foot plat of this section wherein you will note that prevailing right of way is only 40 feet; however, judging from scattered parcels which have been acquired, it was intended to

R

FORM E-30 30M 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 3, 1943

SUBJECT: Pedestrain sidewalk on US101

To: R. H. Baldock - Page 2

eventually obtain on 80-foot right of way. I think it is obvious that it would not be feasible to incorporate a pedestrian walk in such constricted right of way as now exists.

Over and above right of way considerations, I am of the opinion that there will be a need for a pedestrian walk in view of the roadside culture which is growing up along this section. I talked with field representatives of FPHA and also the contractor superintendent in connection with housing project now under construction and as indicated on the attached plat. There are to be 240 living units; however, there are no shopping facilities provided within the project. Such being the case, there will no doubt be a great deal of "shuttle traffic" both pedestrian and vehicular between the housing project and Miles Crossing at which latter point there are store facilities.

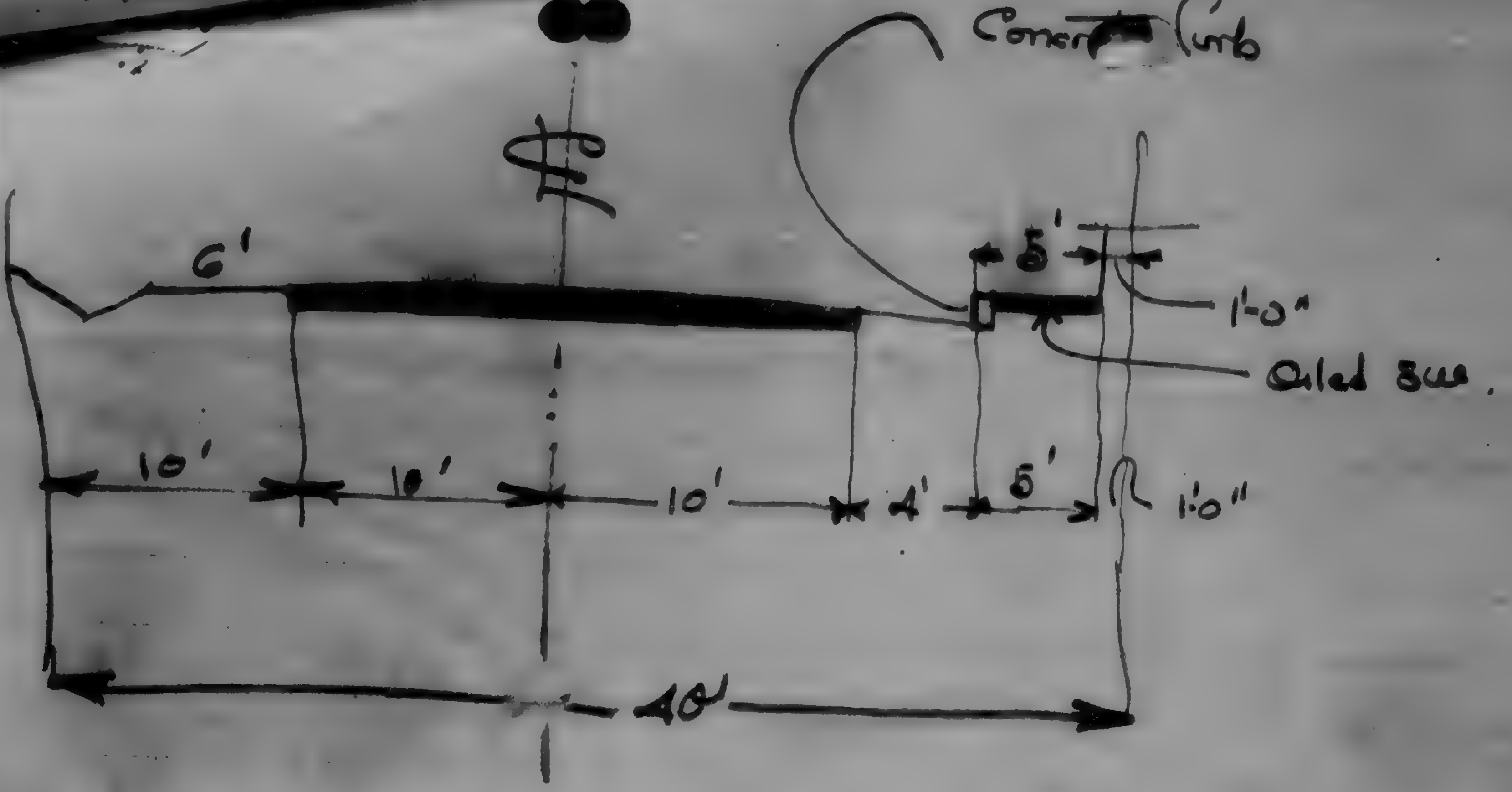
Over and above the question of sidewalk facilities, however, I wish to call your attention to the attached blueprint showing detailed layout of the housing project and its relation to the highway. I think you will agree that something should be done in way of revision of the housing layout adjacent to the highway, particularly in the vicinity of the Community Building. The installation of the buck rail as shown would infer head-in parking; and with such buck rail only 10 feet removed from the edge of pavement, considerable hazard would result due to parking and unparking of vehicles.

Summing up briefly, I think there will be ample justification for construction of a pedestrian walk and that such walk should be located on the south side of the highway, cost of such construction estimated at $5,000. The housing layout adjacent to the highway should be redesigned. I think before proceeding with any detailed plan for pedestrian walk and redesign of housing layout that the question of right of way will have to be settled--will we have 40 or 80 feet to work with?

I will be glad to discuss this matter further at your convenience.

FBCrandall
F. B. Crandall
Acting Traffic Engineer

FBC:EEE attach.
cc - C. B. McCullough


Concrete Curb
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Oiled Sur.
10'
10'
10'
4'
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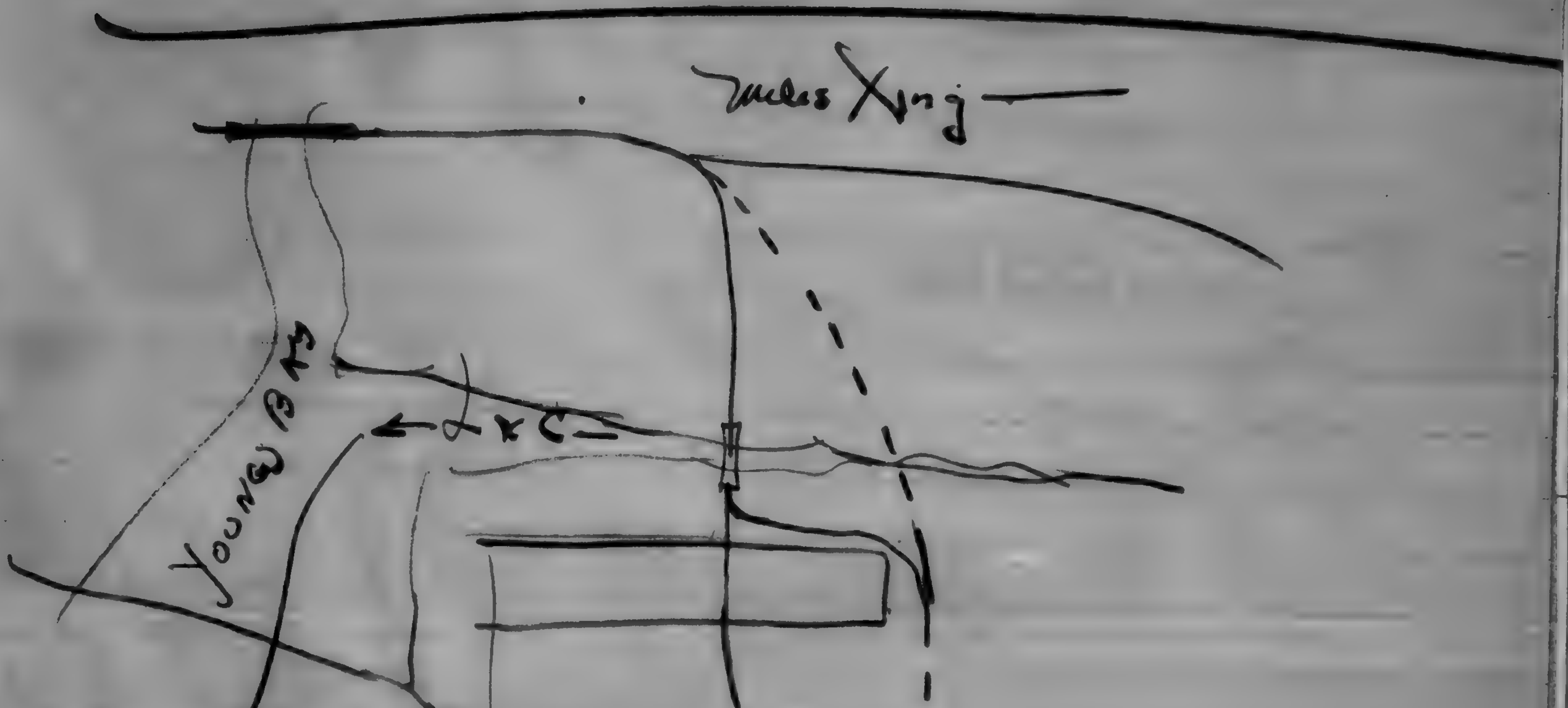
Miles Xing
L & C
Youngs Bay

Maint
Traffic Safety
Sidewalks

4-10 69

Salem, Oregon
May 19, 1943

Mr. F. B. Crandall
Acting Traffic Engineer
OFFICE

Dear Sir:

Please furnish me with an estimate of cost for the construction of a sidewalk along the Oregon Coast Highway between Miles Crossing and the Lewis and Clark Bridge. In connection with this, please submit your most recent index of hazards, and any figures pertaining to pedestrian travel on this section. I would like to have this data before the next Commission meeting which will be June 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

JM:js

Maint.
Traffic Sig.
Sidewalk

4-12-44

May 10, 1943

Mr. Dewey Van, Principal,
School Dist. #5 Con., Lewis & Clark
Route 1, Box 138
Astoria, Oregon

Dear Sir:

This is to acknowledge receipt of the letter signed by yourself, Rex Pratt, Chairman, Lewis & Clark Parent Teachers Association, Wm. Larsen, Jr., Chairman, Lewis & Clark School Board, and Anne Lewis, County School Superintendent, transmitting a petition signed by numerous patrons of the Lewis & Clark Consolidated School in which the State Highway Commission is requested to construct a rock walk along the Oregon Coast Highway, between Miles Crossing and the Lewis and Clark Bridge, as a safeguard for the many children and adults who are obliged daily to walk along this section.

I am referring your petition to the State Highway Engineer, Mr. R. H. Baldock, for his information and report to the Commission.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Baldock

Box 138

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Inclosed you will find a petition to your body for the construction of a rock walk between Miles Crossing and the Lewis & Clark Bridge, paralleling Highway No. 101, for the purpose of providing safe foot travel of 75 children, who walk this highway daily to attend the Lewis & Clark Consolidated School at Miles Crossing.

Yours truly,

Rex Pratt
Chairman, Lewis & Clark Con.
P. T. A.

Wm Larson Jr.
Chairman, School Board, School
Dist. No. 5 Con., Lewis & Clark

Dewey Van
Principal, School Dist. No. 5
Con., Lewis & Clark

Anne Lewis
Co. School Supt

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 10 1943
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned patrons of the Lewis & Clark Consolidated School District, do hereby petition you to construct a rock walk between Miles Crossing and the Lewis and Clark Bridge, paralleling Highway #101. The reasons set forth in this petition are: To provide safety of 75 children, who walk over this stretch of highway to attend the Lewis & Clark Con. School at Miles Crossing, and further, to provide for the safety of 150 additional children who will of necessity, walk over this area from the Federal Housing Project situated midway between these two points, to attend the aforementioned school, and further, to provide for the safety of the many adults who walk along this same strip of highway daily.

Mrs J G Hansen R1-Box 429
J G Hansen R 1. Box 429
Mrs Wm Hayden R1 Box 428
Wm Hayden R1, Box 428
Mrs Fred [illegible] " " 426
Mr Gunnar Hilligoss R1 Box 410
Neva Hilligoss " "
Sydney W Melhuish Rt 1 Box 431
Arthur Herron R1 430
Mrs Arthur Herron R1 1430
Audrey Spring Rt 1 Box 427
Mrs M Newman
Marcus Newman
F. L. Black
R1. Box 432 Mr and Mrs Grimsith
Signe Wagberg R.1 434
Otto Wagberg Rt 1 Box 434
Eleanore Wagberg Rt-1. Box 434
William Wagberg Rt-1-Box 434
John G Carlson Rt 1 Box 438
Aileen Carlson R. 1 Box 438
John Hanson Rt 1 Box 418
Christine Kautter Rt. 1 B. 431
Els Kautter. Rt 1 Box 431

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned patrons of the Lewis & Clark Consolidated School District, do hereby petition you to construct a rock walk between Miles Crossing and the Lewis & Clark Bricge, paralleling Highway No. 101. The reasons set forth in this petition are: To provide safety of 75 children, who walk over this stretch of highway to attend the Lewis & Clark Con. School at Miles Crossing, and further, to provide for the safety of 150 additional children who will of necessity, walk over this area from the Federal Housing Project situated midway between these two points, to attend the aforementioned school, and further, to provide forthe safety of the many adults who walk along this same strip ofhighway daily.

Mr Otto [illegible]
Mrs Selma [illegible]
G. A. Peterson
Elizabeth [illegible]
[illegible]
Mrs Alice [illegible]
Ragnar Gustafson
Mrs. Ragnar Gustafson
Carl Hansen
Mrs Belle Behnke
Mrs. Martha Klahr
E. M. Klahr
Mrs John Washburn
John Washburn
[illegible] Christensen
Mrs C. L. Christensen
M. C. G. Behnke
Mrs I. C. Springer
I. C. Springer

Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned patrons of the Lewis & Clark Consolidated School District, do hereby petition you to construct a rock walk between Miles Crossing and the Lewis and Clark Bridge, paralleling Highway #101. The reasons set forth in this petition are: To provide safety of 75 children, who walk over this stretch of highway to attend the Lewis & Clark Con. School at Miles Crossing, and further, to provide for the safety of 150 additional children who will of necessity, walk over this area from the Federal Housing Project situated midway between these two points, to attend the aforementioned school, and further, to provide for the safety of the many adults who walk along this same strip of highway daily.

Mr. & Mrs. A. O. Lyngstad	Astoria, Ore. Rt. 1. Box [illegible]
Mr & Mrs. C. K. Hillard	Astoria, Oreg. Rt. Box 441
Mr & Mrs Cliff Ragland	Rt. 1 - Box 442
Mr & Mrs [illegible]	Rt. 1 - Box [illegible] A.
Mr & Mrs [illegible]	Rt. 1 - Box 443
Mr & Mrs. Arthur Wiking	Rt. 1 - Box 421.
Mr & Mrs John Pietila	Rt. 1 - Box 421 A
Mrs Hazel Hanke	Rt. 1 - Box 420
Mr & Mrs John G Hansen	Rt. 1 Box 409
Mr & Mrs G. V. Sweet.	R 1 Box 416.
Clarence S. Ashrud	Rt. 1 Box 398
Mr. & Mrs M. D. Green	Rt. 1, Box 412
Mr. & Mrs R. Springer	Rt 1 - Box 414
Mr. & Mrs C. Jumisko	R. 1 - Box 414
Mr. & Mrs. Joe Hillard	Rt. 1 - Box 408
Mrs. Otis Hillard	R. 1 - Box - 408
Mr & Mrs Gilbert Larson	Rt. 1 - Box 440
Mr & Mrs K. S. Bacon	Rt 1 Box 421-B
Mr U. U. Bechtolt	Rt. 1 Box - 417
John Holte	R 1 Box - 404
Mrs Mary Steiner	R. 1 - Box - 403
Mr & Mrs Jack Williamson	Rt. 1. Box 402
Mr & Mrs. H. C. May.	Rt. 1. Box - 419.
Mr & Mrs Herman Johnson	R. 1. Box. 406
Mr. & Mrs. C. V. Taylor	R. 1. Box 422

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned patrons of the Lewis & Clark Consolidated School District, do hereby petition you to construct a rock walk between Miles Crossing and the Lewis & Clark Bridge, paralleling Highway No. 101. The reasons set forth in this petition are: To provide safety of 75 children, who walk over this stretch of highway to attend the Lewis & Clark Con. School at Miles Crossing, and further, to provide for the safety of 150 additional children who will of necessity, walk over this area from the Federal Housing Project situated midway between these two points, to attend the aforementioned school, and further, to provide forthe safety of the many adults who walk along this same strip ofhighway daily.

Mr & Mrs Albert Winter	Rt 1 Box 506 Astoria
Mr & Mrs Ben Waikkila	Rt 1 Box 506A Astoria
Mrs & Mr. Lloyd Petrie	Rt 1 Box 507-a. City.
Mr. & Mrs. William [illegible]	Rt 1 Box 510 City
Wayne Cool.	Rt 1 Box 507 Astoria.
Mr and Mrs F.R. Moore	R 1 Box 510A Astoria Ore.
Mr and Mrs H. Smith	Rt 1 Box 509 Astoria Ore
Mr and Mrs [illegible]	Rt Box 508 Astoria Ore.
John Frazer	Box 505 A Rt 1. Astoria
Jean Frazer	Box 505 A Rt 1. Astoria
Mr & Mrs C. Folland.	Rt 1. 505. Astoria
Francis J. Conlin	R 1 505 Astoria
Mrs John Conlin	Rt 1 Box 505 Astoria Ore
W. O. E. Pinkstaff	Rt 1 Box 504 Astoria, Ore.
W. J. Pinkstaff	Rt 1 Box 504 Astoria Ore
Mrs. N. W. Pinkstaff	Rt 1 Box 504 Astoria
Mrs Noel Hayes	Rt 1 Box 503 Astoria
Jean Sampson	Rt 1 Box 503, Astoria
Mr + Mrs W.J. Funkenbaugh	R 1 Box 502 Astoria

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

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Mr & Mrs. Frank Rummell	Route 1 Box 501 Astoria
Mrs Fred Bowers	Route 1 Box 500 Astoria
Mr + Mrs [illegible]	Route 1 Box 499 Astoria
Mr + Mrs A. [illegible]	[illegible] Astoria
Mr + Mrs Lawrence Peterson	Route 1 Box 494. Astoria
Mr. + Mrs E. Heikka	Route 1 Box 493 Astoria
Mr + Mrs A. [illegible]	Rt 1. B 496 Astoria
[illegible]	[illegible]

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

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Dewey Van	Rt 1 Box 523, Astoria, Ore.
Mrs. S. H. Lee	R. 1 Box 120 " "
Mrs. C. Christensen	Rte. 1, Bx. 444 " "
Mrs. R. G. Landwehr	Rt. 1 Box 121 " "
R. G. Landwehr	" " " "
Fred Bowers	
Mrs. Dewey Van	
Elmer Petersen	R1-Box 462 Astoria
M. S. Nelson	R1 Box 462 Astoria
Mary Nelson	" " "
Mrs Elsie Petersen	
Lloyd L. [illegible]	Rt 1 Box 400 Astoria Or.
Magnus C. Jonson	R1 Box 397 Astoria
Ruby Girard	R1 Box 489 Astoria
J. A. Garrett	R1 Box 489 Astoria
Roy McChesney	421 Taylor Ave
Louise McChesney	Astoria Ore - ✓
Harry Girard	Astoria Ore
H. E. Wyeth	" "

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

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Glenn Stilwell	Rt. 1 Box 567 Astoria, Ore.
Mrs Glenn Stilwell	Rt. #1, Box 567, Astoria
Mrs C. W. Campf.	Rt # 1 Box #84 Astoria
Mrs. Joe Nichols	Rt. #1, Box 487, Astoria
Mrs. W. J. Ivarie	Rte. 1, Box 483 - Astoria
Mr. W. J. Ivarie	" " " 4853 "
J. E. & Bessie Truman	" 1 " 485 "
Mrs V. A. Martin	Rte 1 - Box 484
V. A. Martin	Rte. #1 - Box 484
Mrs. Russel Van Wagoner	Rt. 1 Bx 479
Russel Van Wagoner	" " "
Mrs Edward Beck	Rt. 1 Box 478
Mrs Glenn Hisner	Rt. 1 Box 468
Hannah Hisner	Rt. 1, Box 464
Mrs Lee Moss	R1 Box 465
Mrs C. A. Harris	R1 Box 469
Mrs. R. E. Truman	Rt I Box 467.
Mr. H. A. Thompson	" " 470
Mrs Louis Petersen	Rt. 1 Box 471
Lester Petersen	"
Hope Hughes	Rt. 1 Box 473.
Eugene F. Hughes	"
Mrs Marie Petersen	Rt 1 Box 475
Gerda Petersen	Rt. 1 Box 475

Route 1
Astoria, Oregon
May 4, 1943

Oregon State Highway Commission
Salem, Oregon

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Elizabeth Amundson	Rt. 1 Box 450 Astoria, Ore
John Amundson	RT 1 Box 450 Astoria Ore
Harold Green	Rt 1 Box 454 Astoria Ore.
Josephine Green	Rt 1 Box 454 Astoria Ore.
Isabelle Lockhart	Rt 1 Box 451 Astoria Ore
Frank Lockhart	"
K. Wuori	" " Box 462 Astoria Org
Ida Wuori	" " "
James L. Perry	Rt 1 Box 459 Astoria
Lillie Perry	" " "
C. A. Lawton	Rt 1 - Box 461 Astoria, Ore
Bernard Ivarie	Rt 1 Box 458 - Astoria Ore
Emily Ivarie	Rt 1 " " "
Vernon Faulk	R 1 Box 456. Astoria Or
Elda Faulk	R#1 Box 456 Astoria Ore.
Thorwald C. Beck	Rt. 1 Box 453 Astoria
Mrs John Saarheim	R. 1. Box 449 Astoria Ore.
Mrs H. Andersen	Rt. 1 - Box 451 - Astoria Ore.
Mrs W. Kallemaand	Rt. 1 Box 461 Astoria Ore.

4-4209 Cannon Beach Junction Section 1943
Ore. Coast, Wolf Cr.& Necanicum Hwys.

#2648

M

RECEIVED
MAY [illegible] 1944
FOR FILING

4-4209

May 18, 1944

United Pacific Insurance Company
J. E. McGovern-Carroll Co.
624 Peyton Building
Spokane, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2648 for work on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways, in Clatsop and Tillamook Counties, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $1,842.67 will be made on or after May 29, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $89,575.62 of which amount $123.89 represents the amount of force account items. This contract was completed on February 13, 1944 and accepted by the Commission on March 28, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 19th, 1944

Section Cannon Beach Junction

Kind of work surfacing and Maintenance Rock Prod.

Highway Oregon Coast,Wolf Creek- Necanicum

Section prefix 4-4209

Contractor Rogers Construction Co

Contract number 2648

Date of contract August 23rd, 1943

Date of completion April 30th, 1944

Date work started September 1st, 1943

Estimated date of completion February 14th, 1944

Amount of contract $ 84750.00

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 88000.00

Per cent of contract completed, based on total contract price completed %

Engineering cost to date, $ 2015.05, 2.12% %

Date project was completed February 14th, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished putting rock on road last week and finished blading at Cannon Beach and finished tearing his plant down and cleaning up last Sunday. Rock was put in stock pile Monday from the Wilson Plant at Seaside at Seasid- and West Lake in spite of the fact that Saxton had tried since Thursday to stop him. About 50 yards went into stock pile Monday. Piles at Seaside are in poor shape but have been measured.

NOTED
FEB 21 1944
E.

Signed J. H. Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		12772	22337		
Estimated quantities moved or placed to date		12772	22337		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		6			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

Feb	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 13	clear	rain at night	
Monday 14	rain		
Tuesday 15	rain		
Wednesday 16	fair		
Thursday 17	"		
Friday 18	"		
Saturday 19	"		

RECEIVED
FEB 21 1944
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

RECEIVED
MAY 5 1944
FOR FILING

U-4209

May 5, 1944

United Pacific Insurance Company
J. E. McGovern-Carroll Co.
624 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Co., on contract No. 2648, covering surfacing and rock production on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways in Clatsop and Tillamook Counties. This payment, in the amount of $4,381.74, will be made on or after May 15, 1944. The retained percentage is $2,713.39.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

DW

RECEIVED
DEC 9 1943
FOR FILING

4-4-17

December 9, 1943

File Reference to:
Materials
Crushed Rock & Gravel

Mr. E. E. Lindsey
County Commissioner
Tillamook, Oregon

Dear Sir:

Reference is made to your communication of December 1 requesting permission to purchase approximately 300 cubic yards of crushed material from Rogers Construction Company, who are furnishing material at the present time for the State Highway Commission in connection with their Contract No. 2648, described as Cannon Beach Junction Section in Clatsop and Tillamook Counties.

We are pleased to advise you that it will be satisfactory to this department for you to purchase the material from the above firm.

Very truly yours,

C. B. McCULLOUGH
Ass't. State Highway Engineer

JM/aw

cc: Mr. H. G. Smith
Construction Engineer
Office

FORM E-30 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4th, 1943

SUBJECT: Request of Tillamook County
To Purchase Crushed Rock
From Rogers Brothers

To:
Mr. C. B. McCullough
Asst. State Highway Engineer
Office

L

Dear Sir:

In regard to Record of Assignment #2126, request of E. H. Lindsey, County Commissioner of Tillamook County, for permission to purchase 300 cubic yards of crushed rock from Rogers Brothers on our Contract No. 2648, Oregon Coast, Wolf Creek and Necanicum Rock Production Project.

I recommend that the county be permitted to purchase this material and the interested parties be so advised.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

Jr—
Write Lindsey

December 3, 1943
Salem, Oregon

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Please note the attached copy of letter from E. H. Lindsey, County Commissioner of Tillamook County, requesting permission to purchase approximately 300 cubic yards of crushed rock from Rogers Brothers, who are operating, at the present time, under one of our contracts in the vicinity of Neah-Kah-Nie Mountain in Clatsop County.

Please advise of your recommendation.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM/aw
Attach.

#2648

E. G. ANDERSON, COUNTY COMMISSIONER

②

ASSIGNMENT

[illegible] rom E. [illegible] sey,Co.Commissioner 21[illegible]
[illegible] ook Co. re purch of approx.300 yds. of crushed rock
from Rogers Brothers,operating on Neah-Kah-Nie Mtn. plant.

DATE: 12/3/43 ASSIGNED TO: E.G.Smith

FOR
(Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
X (Comment or recommendation and return to this office ✓
(Investigation and such action as is necessary
(- -

REPORT RECEIVED:

REMARKS:

1, 1943

Gentlemen:

Tillamook County would like the privilege of buying 200 or 300 yards of crushed rock from Rogers Brothers at their operation on the Neah-Kah-Nie Mountain plant.

In talking to Mr. Rogers, he says it will be necessary for us to get permission from the Highway Department before he can sell us this rock.

I discussed this matter with Mr. McCullough in Portland a short time ago and he stated that if I would write to the Commission they would act upon the matter.

Thanking you for past favors, I am

Yours very truly,

E. H. Lindsey

E. H. Lindsey
County Commissioner

ja

RECEIVED
DEC 3 1943
OREGON
STATE HIGHWAY COMMISSION

"Tillamook, the Land of Cheese, Trees and Ocean Breeze"

H. LINDSEY, COUNTY COMMISSIONER

E. G. ANDERSON, COUNTY COMMISSIONER

Tillamook County
HARLAND M. WOODS, COUNTY JUDGE
Tillamook, Oregon

#3648

②

December 1, 1943

State Highway Commission
Salem
Oregon

Gentlemen:

Tillamook County would like the privilege of buying 200 or 300 yards of crushed rock from Rogers Brothers at their operation on the Neah-Kah-Nie Mountain plant.

In talking to Mr. Rogers, he says it will be necessary for us to get permission from the Highway Department before he can sell us this rock.

I discussed this matter with Mr. McCullough in Portland a short time ago and he stated that if I would write to the Commission they would act upon the matter.

Thanking you for past favors, I am

Yours very truly,

E. H. Lindsey

E. H. Lindsey
County Commissioner

ja

RECEIVED
DEC 3 1943
OREGON
STATE HIGHWAY COMMISSION

"Tillamook, the Land of Cheese, Trees and Ocean Breeze"

RECEIVED
SEP 27 1943
FOR FILING

4-4[illegible]

September 23, 1943

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by parcel post a fully executed copy of contract No. 2648, which was awarded to you on August 23, 1943, by the State Highway Commission, covering 4.9 miles of surfacing; also furnishing approximately 21,800 cu. yds. crushed rock in stockpiles on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways, in Clatsop and Tillamook Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RB

RECEIVED
AUG 30 1943
FOR FILING

4-4247

August 26, 1943

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of contract No. 2648, which was awarded to you by the State Highway Commission on August 23, 1943, covering 4.9 miles of surfacing; also furnishing approximately 21,800 cu. yds. crushed rock in stockpiles on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways in Clatsop and Tillamook Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MBG:eb

NOTED
H. R. GLAISYER

NOTED
RUTH SMITH

RECEIVED
AUG 25 1943
~~FOR FILING~~

4-4209

August 24, 1943

Rogers Construction Company
Dayton
Washington

Gentlemen:

The State Highway Commission on August 23, 1943 awarded you the contract for 4.9 miles of surfacing and furnishing approximately 21,800 cu. yds. crushed rock in stock piles on the Cannon Beach Junction Section of the Oregon Coast, Wolf Creek and Necanicum Highways, in Clatsop and Tillamook Counties. This award was based on your low bid of $84,750.00, submitted on August 23, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

cc – S. H. Probert
G. S. Paxson

RECEIVED
JUL 13 1943
FOR FILING
Const
Projects
Rock Production

STATE HIGHWAY COMMISSION

Salem, Oregon
July 12, 1943

Mr. E. C. Smith
Mr. E. A. Collier
Mr. S. H. Probert
OFFICE

Dear Sirs:

You are advised that the Highway Commission at their last meeting granted authority to advertise for bids for the furnishing of 30,000 cubic yards of crushed material for use on the Oregon Coast and Wolf Creek Highway, south of Cannon Beach at an estimated cost of $90,000.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

Mc:jn

RECEIVED
AUG 20 1943
FOR FILING
Road
Projects
General – Rock Production

AGENDA
JUL 6 1943

3-a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1943

SUBJECT: Need for Rock Production Job

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The Oregon Coast Highway from Cannon Beach to Hug Point is showing severe damage from the increased log haul. This is old construction with thin base and oil surface. The haul of long Spruce logs will probably continue through the fall and winter.

To provide barely sufficient base to get by on, Mr. Eason suggests the placing of 10,000 cubic yards of 4" minus crushed rock from the Short Sand Beach quarry as base on this 4.4 mile section. I would recommend twice as much base if this section was on permanent line and grade.

We also need 10,000 cubic yards of oil rock for this and adjoining sections of the Coast Highway. We need 10,000 cubic yards of oil rock on the Wolf Creek Highway. I suggest that plans be prepared for a 30,000 yard contract roughly estimated at $90,000.

There would be two quarries. The Coast Highway base and oil rock would come from the Short Sand Beach quarry and the Wolf Creek Highway rock from the Bjorkland quarry. This project should be put on as soon as possible.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/er

REFERRED TO
by [illegible]

C. P.

SN-U-FAS 32-B-1 Molloy Ranch-Hooker Cr. 1943
Sec., I.O.N. Hwy.
#2649

RECEIVED
OCT 8 1946
FOR FILING

SN-U-FAS-32-B-1

October 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your inquiry concerning our claims for reimbursement for right of way purchases in connection with the Malloy Ranch-Hooker Creek Project, SN-U-FAS 32-B (1).

Claims for reimbursement on parcels 10377 and 10380 should not have been included in our final voucher as the purchase of those parcels was arranged for before Project SN-U-FAS 32-B (1) was initiated.

Parcels 10375 and 10379 are, however, of different category, their purchase having been made after approval of the project was assured and after we had been urged to proceed with steps preliminary to contracting in order that there would need be no delay in getting construction underway beyond that necessitated by the formalities involved in obtaining releases and priorities from the W.P.B. and other federal agencies. Purchases of these parcels were for the purposes of this project as definitely as were the purchases made later and they should, therefore, be accepted as reimbursable parts of the project cost.

We hope that, in view of the situation here described, you will find it possible to grant reimbursement on these two parcels, the combined cost of which is $5,336.40.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

RECEIVED
SEP 19 1946
FOR FILING

SN-U-FAS-32-B-1

Division 8

NOTED
State Highway Engineer

September 17, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the right-of-way documents submitted for Oregon Project No. SN-U-FAS 32-B(1), Malloy Ranch - Hooker Creek Section of the I. C. N. Highway, it is noted that the dates of conveyance of parcels identified by R/W Nos. 10375, 10377, 10379, and 10380 precede program approval. As it may be possible to obtain reimbursement for such parcels on this class of project, it is suggested that you furnish us with an explanation of the necessity or advisability of acquiring them prior to program approval in order to establish a basis on which Federal participation may be justified. If this is done, it is felt that we may be able to make favorable recommendations for payment in this case.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
SEP 18 1946
OREGON
STATE HIGHWAY COMMISSION

Original sent to Project

RECEIVED
AUG 31 1946
FOR FILING

FAS 32-B-1

August 30, 1946

United Pacific Insurance Co.
400 Exchange Building
Seattle 14, Washington

Gentlemen:

Reference is made to your letter of the twenty-third regarding a bond provided in connection with contract No. 2649, in favor of Morrison-Knudsen Company, Incorporated, and covering the Malley Ranch-Hooker Creek Section of the I.O.N. Highway in Malheur County.

The bond which was furnished in connection with this contract does not carry a number, but the surety for the contract is United Pacific Insurance Company, and the contract was signed by Theo H. Wegener, Attorney in Fact, and countersigned by Karen Carter, Oregon Resident Agent.

Amoung the correspondense in connection with this contract we find a letter from your Seattle office referring to the bond as No. 50611, and it is highly probable that this is the number you desire.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
SEATTLE OFFICE - 400 EXCHANGE BUILDING
SEATTLE 14, WASHINGTON

August 23, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract No. 2649, for work on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County. Morrison - Knudsen, Inc.

Dear Sir:

Correspondence between yourself and our Portland Office was recently forwarded to us with the notation that our office in Portland was unable to locate any record of our suretyship on the above captioned contract.

We have accordingly thoroughly checked our files and records, and are also unable to locate any bond for this contract.

If you can furnish us with our bond number, or any further description, it will be appreciated, and we will be glad to check further.

Thank you very much.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

E. Holmes

Fidelity & Surety Department

eh

RECEIVED
AUG 27 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 14 1946
FOR FILING

FAS 32-B-1

Salem, Oregon
Aug. 12, 1946

Mr. R. H. Baldock

Building

Dear Mr. Baldock:

We hand you herewith two fully executed copies of compromise settlement with Morrison-Knudsen Co., Inc. covering construction of the Malloy Ranch-Hooker Creek Sec. of the I.O.N. Highway.

We have retained the original copy for the Commission's records and files and mailed one copy to the contractor.

Very truly yours

H. B. Glaisyer
Secretary

gl
Encls. 2

Filed in contract #2649

RECEIVED
AUG 14 1946
FOR FILING

FAS-32-B-1

Aug. 12, 1946

Morrison-Knudsen Co.,Inc.
319 Broadway
Boise
Idaho

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of agreement with the Oregon State Highway Commission covering compromise settlement of the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
Encl. 1

RECEIVED
AUG 17 1946
FOR FILING

FAS 32-B-1

Aug. 16, 1946

United Pacific Insurance Company,
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

You are hereby notified that state highway contract No.2649 for work on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County, has been completed by the contractor, Morrison-Knudsen Co.,Inc., and that final payment in the amount of $20,901.59 will be made on or after August 26, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $376,479.21, of which amount $507.64 represents the amount of force account items. This contract was completed on November 10, 1944 and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

8-16-46, gl

H. B. Glaisyer
Secretary

gl

RECEIVED
[illegible] 1 [illegible] 1946
FOR FILING

SN-FAS 32-B-1

June 26, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of option, final report and certificate for each of the parcels of land acquired for right of way purposes on the Molley Ranch-Hooker Creek Section, Project No. SN-FAS 32-B (1).

Four copies of right of way maps showing the location of the parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

RECEIVED
JUL 19 1946
FOR FILING

N-FAS 32-B-1

June 26, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of option, final report and certificate for each of the parcels of land acquired for right of way purposes on the Molloy Ranch-Hooker Creek Section, Project No. SN-FAS 32-B (1).

Four copies of right of way maps showing the location of the parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

RECEIVED
JUL 2 1946
FOR FILING

FPS 32-B-1

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS
EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

W. H. PUCKETT
VICE PRESIDENT

June 24, 1946

REFERRED
H G Smith
by Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Reference is made to Mr. Zapp's letter of June 12, accepting your designated date of July 8, in your office, for a conference with someone from this organization. I indicated at the time that if Mr. Humphrey could not be made available, I would appear.

Since the date of this letter, we have contacted Mr. Humphrey and he is perfectly agreeable to making this trip. In view of the fact that he was the Manager of the project and knows the whys and wherefores, we are asking him to keep this appointment at 2:00 P.M., July 8, in your office. If, for any reason, this appointment can not be kept by you, please advise us in advance as we will expect to have Mr. Humphrey leave here possibly the 6th of July.

Yours truly,

W H Puckett

W. H. Puckett.

WHP:PA

cc - Carroll F. Zapp
Boise Office
cc - C. P. Humphrey
1314 Franklin St.
Boise, Idaho

RECEIVED
JUL 1 [illegible]

RECEIVED
JUN 26 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 1946
FOR FILING

FAS 32-B-1

June 3, 1946

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: Mr. Carroll F. Zapp

Gentlemen:

In response to your communication of May 31, in which you advise that Mr. Puckett will not be able to be in Salem on June 7, to discuss a claim which your company has, because of an eastern trip that he has planned, advise that, on your suggestion, I will set a date in July and have chosen 2:00 p.m., Monday, July 8. If this date is not satisfactory to Mr. Puckett, please advise and we will endeavor to get together on a date that is mutually agreeable.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS
PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

CARROLL F. ZAPP
SECRETARY

May 31, 1946

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Reference is made to our phone conversation of today regarding the conference in your office with a representative of our company on June 7, 1945, for discussion of claims made by our company for additional compensation arising out of the contract with the Oregon State Highway Commission for construction of a portion of the I.O.N. Cut-Off near Jordan Valley, Oregon.

Mr. C. P. Humphrey, who was in charge of our operations on this contract, is no longer with the company, and Mr. W. H. Puckett, Vice President of our company, who is the only one familiar with this contract, will be unable to go to Salem for a conference with you on June 7 as he is leaving Boise today for a trip to the Eastern part of the United States, on which he expects to be gone approximately ten days.

You stated to me that if the meeting could not be held on June 7, that it would be necessary to postpone it until some time in July. Mr. Puckett asked me to write you requesting that you set some date in July for a meeting with him in Salem and advise him just as soon as possible in order that he may arrange his schedule to meet you in Salem on the date selected by you.

Yours very truly,

Carroll F. Zapp

Carroll F. Zapp.

CFZ:dw
cc: Mr. W. H. Puckett,
Boise Office.
cc: Mr. M. E. Burns,
Boise Office.
cc: Mr. A. A. Walther,
Boise Office.

RECEIVED
JUN 3 1946
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
MAY 20 1946
FOR FILING

FA S-32B(1)

May 16, 1946

Messrs. Lybrand, Ross Bros. & Montgomery
2 Pine Street
San Francisco
California

Gentlemen:

We are returning, herewith, your statement of the account of Morrison-Knudsen Co., Inc., with respect to our contracts No. 2649 and 2667. Our records agree with yours with the following exceptions:

The figure which you have shown opposite estimate No.3 evidently includes the retained percentage on that particular estimate and the amount payable at that time was $47,446.99, as indicated in pencil.

With respect to the item of $10,997.25, shown as being due the contractor on semi-final estimate #13. This amount was right at that time but a correction in the final quantities, as determined by our checking engineer, reduces this amount to $10,825.09 which amount will appear on the final estimate when paid. This adjustment is due to a revision in the final quantities.

With respect to contract No. 2667 we find our records are identical with yours, although again the amount due the contractor on semi-final estimate No. 6, which you have shown as being $1,261.52, will be reduced to $1,204.17 for the final estimate payment. This is due to a revision in the final quantities as determined by our checking engineer.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RE:gl
Encl. 1

RECEIVED
MAR 15 1946
FOR FILING

FAS 22-B-1

March 14, 1946

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: Mr. Truman Joiner
Controller

Gentlemen:

We acknowledge your letter of the 7th in which you make further inquiry as to the exact amounts owed to you in connection with our contracts Nos. 2649 and 2667.

With respect to contract No. 2649, we find that your figure of $10,997.25 was correct as far as semi-final estimate No. SF-13 was considered, but in making the final computations, our Checking Engineer made the following adjustment in this estimate as indicated on the final estimate No. 14-F:

Contract 2649

Semi-final Estimate SF-13	$10,997.25
Item 2 - - Trench Excavation	+ 1.20
Item 3 - - General Excavation, Unclassified	- 14.44
Item 4 - - Truck Haul	- 64.95
S. P. Haul Adjustment Stockpiled Materials	- 335.01
P. A. #3 Cement Adjustment	- 25.44
Extra Work	+ 266.48
Final Estimate No. 14-F	$10,825.09

With respect to contract No. 2667, we find a similar situation. The amount indicated on the semi-final estimate No. SF-6 was $1,261.52, but in preparing the final estimate, our Checking Engineer made the following correction, which is also indicated on the final estimate No. 7-F.

Copy filed: FAS 251-A-2
#2667

Morrison-Knudsen Company, Inc. 2 March 14, 1946

Contract 2607

Semi-final Estimate SF-6	$ 1,261.55
Item 2 - - General Excavation, Unclassified	- 57.38
Final Estimate No. 7-F	$ 1,204.17

We trust this gives you the information that you desire.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HB:gm

Contract 2649

Checking Engineer's Final Figures

Semifinal Estimate SF13 ~~Debit~~	$10,997.75	
Item 2 Trench Excavation	+ 1.20	
" 3 General Excav., Unclassified	- 14.44	
" 4 Truck Haul	- 64.95	
SP Haul Adj. Stockpiled Materials	- 335.01	
PA #2 Cement Adjustment	- 25.04	
~~Ext~~ Extra Work	+ 266.48	
Final Est. Vou. #14F	10,875.09	Paid Final

Contract 2667.

Semi final est. ~~[illegible]~~ S.F. #6	1,261.52	
Item 2. Gen. Excav.; Unclassified	- 57.35	
Final Est. Vou. #7F	1,204.17	Paid Final

#2649
#2667

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

TRUMAN JOINER
CONTROLLER

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

March 7, 1946

RECEIVED
MAR 9 1946
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer
Secretary

Gentlemen:

Reference is made to your letter of February 8, 1946 addressed to Lybrand, Ross Bros & Montgomery regarding the accounts of Morrison-Knudsen Company, Inc., (your Contracts - Numbers 2649 and 2667). In your letter you state the balance due our Company of Contract #2649 of $10,825.09. Our records indicate a balance of $10,997.25 made up as follows:

This is [illegible] [illegible] out

2667- Idaho Line - Wallowa [illegible]

	Estimate No.	Payable	Retained c/o
Oct. 14, 1943	1	15879.60	1764.40
Nov. 15, 1943	2	63891.09	7099.01
Dec. 14, 1943	3 47446.99	52718.88	5271.89
Jan. 13, 1944	4	24667.17	2740.80
April 12, 1944	5	12772.68	1419.18
May 13, 1944	6	16040.73	1782.30
June 15, 1944	7	31330.49	3481.17
July 17, 1944	8	26559.79	2603.01
Aug. 12, 1944	9	22373.51	- - - -
Sept. 14, 1944	10	21721.90	- - - -
Oct 14, 1944	11	28674.00	- - - -
Nov. 15, 1944	12	26476.52	- - - -
Dec. 16, 1944	S.F. 13	2578.64	- - - -
Retained Percent	S.F. 13	15164.51	(15164.51)
		360849.51	10997.25

Also you show a balance due on Contract #2667 of $1,204.17, whereas our records indicate a balance due on that Contract of $1,261.52, which amount is made up as follows:

REFERRED TO
Eng
BY SECRETARY

see me re this

	Estimate No.	Payable	Retained c/o
March 10, 1944	1	2295.00 ✓	255.00 ✓
April 11, 1944	2	1485.00 ✓	165.00 ✓
August 12, 1944	3	513.38 ✓	57.04 ✓
Oct. 14, 1944	4	9697.50 ✓	1077.50 ✓
Nov. 15, 1944	5	22226.37 ✓	1401.96 ✓
Dec. 15, 1944	S.F. 6	2876.91 ✓	
Retained Percent	S.F. 6	1694.98 ✓	(1694.98)
		40789.14 ✓	1261.52 ✓

According to our records as taken from the engineer's estimates, the total balance due us on the two contracts is $12,258.77 as compared to $12,029.26 as indicated in your letter. The amount is relatively insignificant, but our auditors have requested that we reconcile your balances with the amounts shown by our records. For that reason, we would appreciate your advising at your convenience regarding the difference between your records and the above tabulations based upon the engineer's estimates.

Yours very truly,

Truman Joiner
Controller

TJ:akn

CEIVED
FEB 9 - 1946
FOR FILING

FAS 32-B (1)

February 8, 1946

Lybrand, Ross Bros. & Montgomery
Hotel Owyhee
Boise, Idaho

Gentlemen:

Reference to your inquiry of February 8, 1946.

Our records show that on State Highway Contract No. 2649, Morrison-Knudsen Company, Inc., contractors, for grading, surfacing and oiling on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, there is a final payment due them of $10,825.09. On Contract No. 2667, for grade widening, surfacing and oiling on the Idaho State Line-Malloy Ranch Section of the I.O.N. Highway, there is a final payment due the above named contractors of $1,204.17, making a total of $12,029.26.

We are unable to identify Contract No. 842 which you have listed on your account statement.

We trust the above information will be of assistance to you.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By H. B. Glaisyer
Secretary

HBG:gl

POST OFFICE BUILDING
PORTLAND, OREGON

January 25, 1945

Dear Sir:

The following statement of your account is sent to you for comparison with your records at the request of Messrs. Lybrand, Ross Bros. & Montgomery, 2 Pine Street, San Francisco, who are now making an audit of our accounts.

It is **not** *a request for payment and remittances should not be sent to the auditors.*

Please sign the statement if correct, and mail it in the enclosed stamped envelope. If not correct please give particulars of any differences.

Oregon State Highway Commission
State of Oregon
Salem, Oregon

In account with

Morrison-Knudsen Co., Inc.

			DR.		CR.	
19	45	Retained percentage on M.K. Co. Inc. contract Nbr 842.	$12,258	77		
Dec	31					

This statement is correct.

(Signature)

OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

uary 25, 1945

oy Ranch-

Hooker

of this

office

.

Prompt

2649 - 10,825.09
2667 1.204.17
12029.26

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 26 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

January 25, 1945

FAS 32 - B (1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAS 32-B(1), Molloy Ranch-Hooker Creek Section of the I.O.N. Highway, was made by a representative of this office on November 17, 1944. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 2 [illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1945
FOR FILING

FAS - 32 - B (1)

January 23, 1945

Mr. E. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are four copies of materials report, Form PR-47, as prepared by the engineer on Contract No. 2649, Molloy Ranch-Hooker Creek Project, SN-U-FAS 32-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JAN 8 1945
FOR FILING

FAS 32-R-1

January 8, 1945

United Pacific Insurance Company,
Terminal Box 3048,
Seattle 14, Washington.

Attention: E. Glenn,
Fidelity and Surety Company.

Gentlemen:

Reference is made to your letter of the 5th inst., your file Bond No. 50611 - Morrison-Knudsen Co. Inc., I.O.N. Highway, Malley Ranch-Hooker Creek Section, Malheur County, covered by State Highway Contract No. 2649, in which you request that you be furnished the final total contract price.

I am unable to give you this figure at the present writing, as the figures now available are subject to change; however, as soon as I have this information, completed status form attached to your letter will be returned to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

RECEIVED
DEC 21 1944
FOR FILING

7AS-32-B-1

December 21, 1944

Morrison-Knudsen
319 Broadway
Boise, Idaho

Gentlemen:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from July 31, 1944, to November 10, 1944, without penalty in connection with Contract No. 2649 for work on the Molley Ranch-Hooker Creek Section of the I. O. N. Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
CC to: Mr. Paul Van Scoy

NOTED ON CARD
JD 12/21

RECEIVED
DEC 21 1944
FOR FILING

7AS 32.B.1

December 20, 1944

United Pacific Insurance Co.,
Karen Carter, Agent,
627 Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morrison-Knudsen Company, Inc., on Contract No. 2649, covering work on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway in Malheur County. This payment, in the amount of $17,743.15, will be made on or after December 30, 1944. The retained percentage is $10,997.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

NOTED ON CARD
12/20

Form E-1—5M—6-43

7AS-32-B-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 2, 1944, 19

Section Molloy Ranch - Hooker Creek

Kind of work Grade, Surface & Oil

Highway I. O. N.

Section prefix 123- 1032

Contractor Morrison-Knudsen Co. Inc.

Contract number 2649

Date of contract Aug. 27, 1943, 19

Date of completion July 31, 1944, 19

Date work started Sept. 11, 1943, 19

Estimated date of completion Nov. 10, 1944, 19

Amount of contract . . . . $ 348,832.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 366,400.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 21,600.00, 6.2 %

Date project was completed Nov. 10, 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final is now complete. Waiting on Extra Work bills from the contractor.

RECEIVED
DEC 4 - 1944

Signed C. C. Gall.

Address Jordan Valley, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible]	12.89	12.89		12.89	
Miles partially completed	All	All		All	
Miles completed	"	"		"	
Total estimated quantities	311,000	90,820	4948	8466	
Estimated quantities moved or placed to date	All	All	All	All	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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NOV 21 1944
FOR FILING

S- 32-B-1

November 18th, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Morrison-Knudsen Company on their Contract No. 2446, Bailey Bench-Rocker Creek Section, [illegible]-FAS 32-B(1). The specified date of completion was July 31st, 1944; whereas the actual completion date was November 10th, 1944.

The contract was prosecuted as diligently as possible with the scarcity of labor and worn condition of equipment due to war conditions, and I recommend that the extension be granted without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

12-40

OMMISSIONERS
ANFIELD, CHAIRMAN
ORTLAND
R W. SCHAUPP, MEMBER
KLAMATH FALLS
R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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NOV 3 - 1944
FOR FILING
FAS - 32 - B (1)

October 25, 1944

File

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith for your consideration and approval is price agreement No. 7, covering the furnishing and placing of selected earth backfill outside wingwalls of diversion (Fenwick) dam, over concrete culverts and next to headgate, and also furnishing and placing riprap in the stream bed immediately below the dam to prevent washing and undermining on the Molloy Ranch-Hocker Creek Project, SS-U-FAS 32-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

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CT 26 1944
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S-32-B-1

Oct. 25, 1944.

Morrison-Knudsen Co., Inc.,
319 Broadway, (Box 1518)
Boise, Idaho. S.

Gentlemen:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by agreement of surety for an extension of time to cover the anticipated overrun., prior to expiration date in contract.

Your contracts Nos. 2649, Molley Ranch-Hooker Cr., and No. 2667, Idaho State Line-Molley Ranch, lie within this qualification. Will you kindly submit a request for an extension of time for each of these contracts, accompanied by the consent of the sureties, to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H
CC to Paul Van Sooy
H. G. Smith

9AS 32-B-1

Charge to the account of

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED FOR FILING

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 18TH, 1944

C. P. HUMPHREY
MORRISON-KNUDSEN CO., INC.
BOISE, IDAHO

RE STEEL REQUIRED FOR [illegible] DAM, I.O.H. HIGHWAY, CONTRACT 2648, PREFERENCE RATING AA-3, PURSUANT TO PREFERENCE RATING ORDER [illegible], SERIAL NO. 97164, APPLIED.

R. H. BALDOCK

LETTER RATE [illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1944 OCT 18 PM 12 17

)PR93 CL P=TUX [illegible] 1DA 18 12[illegible]P

E H CLYMER PRIORITIES SUPERVISOR=

=ORE[illegible] HIGHWAY COMMISSION

=CAN OBTAIN STEEL FOR FI[illegible]ICK [illegible] ION HIGHWAY FROM JOHN [illegible]
[illegible] OF SUBMISSION OF PROPER PRIORITY RATING WILL
YOU [illegible] OUR PRIORITY RATI[illegible] FOR AAB AS PER [illegible]
LETTER SEPTEMBER 22 1943 [illegible] IMMEDIATELY=
=MORRISON KNUDSEN CO INC C P HUMPHREY.

.AAB 22 1943 DAM ION HIGHWAY.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 19 1944
FOR FILING

32 - B - 1

July 16, 1944

#2649

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: Mr. L. J. Canfield

Dear Sir:

I have delayed answering your letter concerning the key material on the Molloy Ranch-Hooker Creek Section of the I.O.N. Highway, Oregon SN-U-FAS 32-B (1), until Mr. Smith could make a field inspection.

Mr. Smith finds that none of this key material was used on the job, but was stock-piled by the contractors pending a decision as to its suitability. The contractors' general superintendent stated that he had had the material tested by the Idaho laboratory and that they reported no P.I. Therefore, he insisted that additional samples be sent in before he was willing to acquiesce in the rejection. He is now removing the clay in two separate scalping operations so that the product is satisfactory. The clay seems to be confined to seams in the rock of the upper portion of the quarry, since drill holes after the first lift has been removed indicate hard blue rock.

The contractors' plant, combined with the character of the quarry, produces an abundance of finer sizes, so that they will have sufficient of this size whether or not they rescreen the dirty material.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
MAY 29 1944

May 27, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are in receipt of test reports covering subbase quarry run rock, subbase topping and key rock for the surfacing on the Molloy Ranch-Hooker Creek Section of the I.O.N. Highway, Oregon SN-U-FAS 32-B(1).

These tests all show a very high P.I. and L.L. and state they are suitable for use if the natural fines are removed.. It is also noted that while the specifications for the key rock provide that not more than 50% shall pass the 1/4" screen, one of the tests of key rock obtained from stockpiles shows 59.3% passing and the other 64.5%. Also there is about 10% passing the 40-mesh, which with the high liquid limit indicates a very poor product for this work.

We realise you have probably already taken steps to remedy this condition but would appreciate advice as to what corrective measures have been taken.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 29 1944
OREGON
STATE HIGHWAY COMMISSION

April 20, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 1 relative to approval of Price Agreement No. 4 covering substitution of crushed rock for gravel for subbase on Oregon SN-U-FAS 50-B(1), Malley Ranch-Rocker Creek Section, I.O.N. Highway.

Wire approval of this change was received April 1 with the understanding that no additional unapportioned Strategic Network funds were available. Mr. Probert's telephone conversation with Mr. Canfield on April 17 advises it is satisfactory to the State to do this work as a contingent item. This will confirm our verbal authority to proceed with the work as a contingency.

Very truly yours,

W. H. LYNCH
District Engineer

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APR 2 1 1944
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

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APR [illegible]

FAS 32-B-1

April 1, 1944

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 16, 1944, requesting approval of price agreement with the contractor on Oregon SN-U-FAS 32-B(1), Molloy Ranch-Hooker Creek project, to provide for the use of 18,000 cu. yds. of 2"-0" crushed rock in lieu of a like amount of gravel, the increased cost being $15,300.

We are today in receipt of wire advice that the unapportioned Strategic Network funds are practically exhausted and therefore it will not be possible to set aside additional unappropriated funds for this project. Also our Secondary funds are all obligated so that they cannot be used to increase the Federal funds for this project.

Under the circumstances, we suggest that the situation be checked as to the possibility of using contingent funds for this work, and we will recommend same.

Prompt advice as to your action is desirable in order to avoid delay to this work.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 3 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst

FAS 32-B-1

March 18, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 16 requesting our approval for an increase in the cost of Oregon SN-U-FAS 32-B(1), Malloy Ranch-Hocker Creek Section, to provide for 18000 cu. yds. of 2"-0" crushed rock for sub-base in lieu of 18000 cu. yds. of the gravel which it is found now is not available. The additional cost is $15,300, which at Federal funds ratio used in the project agreement estimate would increase the Federal funds by $12,301.20.

The use of crushed rock in lieu of the gravel is, in this instance, satisfactory to this office. However, while we have authority to approve as a contingent item in order to increase Federal funds the price agreement necessarily has to have approval of our Washington Office.

We do not know if there are any available SN-U funds but if you will submit the customary price agreement we will immediately forward it to Washington with our recommendation for approval.

It is of course understood that this work should not be started prior to receipt of approval of the price agreement.

Very truly yours,

W. H. LYNCH
District Engineer

Original sent to H. G. Smith

RECEIVED
MAR 20 1944
OREGON
STATE HIGHWAY COMMISSION

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MAR 1 5 1944
FOR FILING

FAS 32-E-1

March 16, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

An investigation of the gravel pits on the Molloy Ranch-Hooker Creek Section shows that the pit in Cow Creek has proved very disappointing and will not furnish the yardage estimated. Although the pit was test-pitted quite extensively, the gravel proved to occur in pockets, with other sections consisting mainly of sand mixed with dirt, and the topsoil was found to lie very unevenly over the pit, being much deeper in places than anticipated. The first gravel removed from the pit was satisfactory, but the good gravel was soon exhausted, and the remaining gravel is too mixed with soil to be satisfactory.

The larger pockets of gravel along Sucker Creek at the Swayne pit were greatly depleted by the construction of the Chrome Mine Access Road, and the other pits along Sucker Creek will not develop the yardage anticipated, so that we cannot expect more than 7,000 yards additional material from this pit. This will leave a section from M.P. 6.5 to M.P. 12.0 for which there is no gravel, and I recommend that 2"-0" crusher run be substituted for the gravel. The contractor has quoted a price of $1.60 per yard for this material, which is still lower than any bid price we have received this year for this material. His bid under the contract for 4"-2" crushed rock in base was $1.25 per yard and for 3/4"-0", $1.70 per yard. If 40% of key rock were used in the job, his bid price would be equivalent to $1.43 per yard for crusher run.

The contractor's price of $1.25 for 4"-2" is notoriously low, as he was approximately $100,000 below the second bidder for the job, principally on rock items, and he would have preferred to forfeit his bond but went ahead with the job in order not to disappoint his fellow members of the Boise Chamber of Commerce who were promoting the building of this highway. He, however, does not feel that he can take further loss on the job by producing the additional rock at his bid price and, therefore, asks $1.60, which more correctly represents the cost of production.

The additional cost will be 18,000 yards at a net increase of $0.85 per cubic yard, or $15,300. A check of the work so far done, with the grading practically all roughed in, does not indicate any material decrease in the contingency item, but I do not think we should assume that this item will be untouched so early in the progress of the job. Therefore, I prefer that we act upon the assumption that it will be necessary to increase the job amount by the $15,300.

May we have your approval of this arrangement with the corresponding increase in funds if the contingency item should not prove available?

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

Stencil No. 124

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FEB 28 1944
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 32-B-1

February 19, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAS 32-B(1)
Molloy Ranch-Hooker Creek Section
I.O.N. Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 21 1944
OREGON
STATE HIGHWAY COMMISSION

Ha4pr-18902

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. SN-U-FAS 32-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of December, 1943 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 4(b) of the Defense Highway Act of 1941;

Whereas the Highway Department of said State submitted on the 6th day of July, 1943, a revised project statement, which was approved on the 17th day of August, 1943, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of August, 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred eight thousand, one hundred forty and 00/100 dollars ($308,140.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State : Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(b) From other sources : Funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5545+75 on the boundary line between Sections 10 and 11, T. 29 S., R. 46 E., W. M. and survey station 6224+09.6 in the SE¼ of Section 11, T. 27 S., R. 46 E., W. M., on the I.O.H. Highway

, length 12.834 miles, in Malheur County, being Section B(1) of Oregon Federal Aid Secondary project No. SN-U-FAS/ 52, consisting of 12.818 miles of roadway and one bridge of more than 20 feet clear span, 0.016 of a mile in length.

10—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11370

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of three hundred eight thousand, one hundred forty and 00/100 dollars ($ 308,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred eighty-three thousand, two hundred twenty-seven and 10/100 dollars ($ 383,227.10), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 520, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JAN 12 1944 ______, 19____.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11979

....HIGHWAY COMMISSION

RO-

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. SN-U-FAS-32-B(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $383,227.10 as the total estimated cost of said project, and the sum of $308,140.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and JAN 12 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

ow.

FAS 32-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible]
FOR FILING

November 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAS 32-B(1), Molloy Ranch-Hooker Creek Section of the I. O. N. Highway. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval is with the proviso that if any part of the barbed wire stock fence construction is a right of way consideration, payment of Federal funds should be limited to 62.05 percent.

Very truly yours,

W. H. LYNCH
District Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

Encls.

RECEIVED
NOV 27 1943
OREGON
STATE HIGHWAY COMMISSION

Iron

RECEIVED
NOV 2 1943
FOR FILING

FAS 38-B-1

October 30, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Please be advised that all necessary rights of way are acquired for the Malloy Ranch-Hocker Creek Section, Project No. ES-S-FAS 38-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 29, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our files do not show that you have furnished us the usual written statement that all necessary right of way for Oregon SN-U-FAS 32-B(1), Malloy Ranch-Hooker Creek Section of the I.O.N.Highway, is available for the contract under way.

Please send us such a statement if, as we understand, it is a fact, to supplement the qualified clearance statement of August 11, 1943.

This is necessary for the record before we may recommend approval of the proposed agreement estimate received with your letter of October 26, 1943.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
[illegible] 30 1943
[illegible]
STATE [illegible] COMMISSION

RECEIVED
NOV 9 1943
FOR FILING

FAS 32-B-1

October 26, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Molloy Ranch-Hooker Creek Section, Project No. SN-U-FAS 32-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rech/GS

Encl.

Oregon State Highway Department

Strategic Network Project
No. SN-U-FAS 32-B (1)

MOLLOY RANCH-HOOKER CREEK SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 22, 1943

All Required		Preliminary Engineering		$ 2,000.00
All Required		Lands, Rights of Way, Easements, Etc.		12,000.00

CONSTRUCTION

Roadway

All Required		Clearing and Grubbing		$ 1,989.00
2,400	cu. yds.	Trench Excavation, Unclassified	$ 1.00	2,400.00
316,800	cu. yds.	General Excavation, Unclassified	.38	120,384.00
58,400	yd. mi.	Truck Haul	.10	5,840.00
27,000	lin. ft.	Rounding Cutbanks	.10	2,700.00
12.82	miles	Finishing Roadbed and Slopes	500.00	6,410.00
1,720	lin. ft.	18" Concrete Pipe	3.00	5,160.00
380	lin. ft.	24" Concrete Pipe	4.00	1,520.00
420	lin. ft.	30" Concrete Pipe	6.00	2,520.00
850	lin. ft.	36" Concrete Pipe	7.00	5,950.00
110	lin. ft.	36" Extra Strength Concrete Pipe	8.00	880.00
370	lin. ft.	48" Concrete Pipe	11.00	4,070.00
90	lin. ft.	30" Concrete Siphon Pipe	6.25	562.50
300	lin. ft.	Salvaging Culvert Pipe	1.00	300.00
6	cu. yds.	Concrete End Basins	45.00	270.00
4	cu. yds.	Concrete Headwalls	45.00	180.00
80	cu. yds.	Dry Rubble	10.00	800.00
300	rods	Salvaging and Reinstalling Fence	3.00	900.00
1,450	rods	Barbed Wire Stock Fence	2.50	3,625.00
46,750	cu. yds.	Selected Roadbed Topping	.75	35,062.50
30,850	cu. yds.	4" - 8" Rock in Base	1.25	38,562.50
16,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	28,730.00
1,200	M-gals.	Sprinkling	2.50	3,000.00
12.82	miles	Preparation of Base	400.00	5,128.00
8,450	cu. yds.	Furnishing and Placing Aggregates	2.75	23,237.50

558	tons	Furnishing and Placing 151-200 Asphalt	$ 35.00	$ 19,530.00
159	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	35.00	5,565.00
		Subtotal		$325,276.00
		10% Engr. & Cont.		32,527.60
		Total		$357,803.60

Bridge (Sta. 5768+55 to Sta. 5769+39)

All Required		Shoring, Cribbing, Etc.		$ 1,000.00
90	cu. yds.	Structural Excavation	$ 3.00	270.00
5	cu. yds.	Structural Excavation Below Elevation Shown	6.00	30.00
130	cu. yds.	Class "A" Concrete	42.00	5,460.00
27,000	lbs.	Metal Reinforcement	.10	2,700.00
185	lin. ft.	Concrete Handrail	5.00	925.00
		Subtotal		$ 10,385.00
		10% Engr. & Cont.		1,038.50
		Total		$ 11,423.50

Length of Roadway	12.818 miles
Length of Bridge	.016 mile
Total Length	12.834 miles
Cost per mile, Roadway	$ 27,914.15

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,620.00	$ 380.00
Lands, Rights of Way, Easements, Etc.	12,000.00	7,440.00	4,560.00
Roadway	357,803.60	289,827.00	67,976.60
Bridge	11,423.50	9,253.00	2,170.50
	$383,227.10	$308,140.00	$75,087.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FORM E-1214 5M 3 43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 5 1943
FOR FILING

C. F

October 22, 1943

FAS 32-B-1

Mr. Byron B. Scott
Assistant to the Director
Government Division
War Production Board
Washington, D. C.

Dear Mr. Scott:

We refer to your letter of October 13, concerning our Application No. 39, Project SN-S-FAS 32, your Serial 97155, on U. S. 95, from the Idaho State Line to a point south of Scotts Butte.

As stated in your letter, the original application called for the improvement of a 60-mile section. However, the approval of the War Production Board was limited to a 13-mile section between the Idaho State Line and Jordan Valley. The balance of the project was disapproved, as it was thought that on that portion of the project adequate facilities could be provided by maintenance.

Under the authority above referred to, construction of a 13-mile section, between the Idaho State Line and Jordan Valley, was contracted on August 27. Construction operations are now nicely underway. The contract was let at a very favorable figure, with the result that the estimated cost of the 13-mile section now stands at $383,227, instead of $497,000 as originally estimated. It should not be assumed, however, that similar savings could be affected on other portions of the project, if they were to be contracted, as the low bid was $82,000 below the next best bid. The low bidder stated that an error had been made, and for a time considered forfeiture of his bid guaranty.

With reference to your request for my opinion as to whether or not maintenance alone will provide an adequate facility on the remaining 47 miles of the project, I will say that I am certain that it will not. The road was impassable at several places last spring and there is no reason to believe that the situation will not be as bad or worse next spring, and each subsequent spring, until the surfacing is strengthened and stabilized.

C. F

October 22, 1943

It would not be possible now to let contracts and have the work completed by next spring, but, if contracts were let now, crushed rock could be produced for the filling of mudholes, and the road, perhaps, kept passable until it is completed next summer.

To me, it seems that the strengthening of the remaining portions of the project would be an even more effective improvement and expenditure of money than is the construction of the 13-mile section. The 13-mile improvement is being made at a cost of $29,700 per mile, whereas the 47-mile improvement can be accomplished at a cost of $15,500 per mile.

I should say, here, that on August 17 we addressed a letter to the Public Roads Administration, through W. H. Lynch, the PRA District Engineer, requesting the PRA to endeavor to obtain reconsideration by the War Production Board of its action with reference to the 47-mile portion of the project. It is our understanding that this request was forwarded to the PRA at Washington, and we presume that, if you have not already heard from it, it soon will come to your attention.

In case you are not already fully informed in regard to the nature of the traffic that uses the section of highway under discussion, I might say that the highway affords the only direct route (either rail or highway) between the Snake River Valley in Idaho, and the oil producing and fruit growing regions in California. It is shorter by 167 miles than any other practical route, and state routes operated over it cut a full day from the travel time, by rail, between Boise and San Francisco. Idaho farm products, such as butter, eggs, chickens, turkeys, and livestock, are moved over it to San Francisco and other California points. California fruit products are moved over it to Boise and other Idaho points. During the war emergency, it is rendering a very important service in the movement of aviation gasoline from the California oil producing areas to the air bases in the Boise Valley. Daily traffic over the highway, under present unsatisfactory conditions, averages 102 passenger cars, 50 trucks and 4 stages.

In view of the need of continuing and expediting the service above described, and in view of the fact that the improvement of the remaining 47-mile section can be made with little, if any interference with the war effort, I feel strongly that the improvement should be undertaken at once. I, therefore, hope that you will bring the project to the attention of the War Production Board again and endeavor to have the project released.

Our estimate of cost for the 47-mile section is now $725,000. The original estimate of $676,000, given the PRA with our letter of

C.F

October 22, 1943

August 17, has had to be increased as our detailed surveys have shown that some widening of the existing roadbed, not heretofore anticipated, will be necessary in order to provide sufficient base width for a 20-foot surfacing. The plans being prepared contemplate only the very minimum that can be done to accomplish the requisite strengthening and stabilization of the road.

A small scale map, showing the limits and estimated costs of the proposed work, is being enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to W. H. Lynch

Encl.

IDAHO
OREGON

R. M.
C. P.

RECEIVED
OCT 13 1943
FOR FILING

FA

Charge to the account of

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
OCT 13 1943
FOR FILING

SALEM OREGON
OCTOBER 13 1943

CONSTRUCTION BRANCH
WAR PRODUCTION BOARD
WASHINGTON D C

STEEL ALLOTMENT REQUIRED FOR FOURTH QUARTER 1943 FOR IDAHO STATE LINE - MALLOY RANCH PROJECT NUMBER OREGON SE-U-FAS-32-B-1, HAS NOT BEEN RECEIVED CONSTRUCTION BEING DELAYED BECAUSE REINFORCING STEEL CANNOT BE PROCURED WITHOUT ALLOTMENT

THIS PROJECT HAS BEEN APPROVED AND IS NOW UNDER CONSTRUCTION BY CONTRACT LIMITED PREFERENCE RATING ORDER P 19 E SERIAL NO 97155 HAS BEEN ASSIGNED TO THE PROJECT BUT STEEL CANNOT BE PROCURED ON A P 19 E ORDER

ALLOTMENT URGENTLY REQUIRED PLEASE WIRE AUTHORITY TO USE ALLOTMENT SYMBOL FOR 26 TONS REQUESTED ON PR 103 SUBMITTED IN AUGUST NOW ON FILE IN WASHINGTON OFFICE

R M BALDOCK
OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

FORM 5-199X 2MM 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DJ SEP 27 1943
FOR FILING

FAS 32-15-1

Sep[illegible], 1943.

Morrison-Knudsen Company, Inc.,
319 Broadway St.,
Boise, Idaho

Attention - Mr. Gillespie

Dear Sir:

With reference to the Priority Ratings assigned to the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway Project, Oregon State Highway Contract No. 2649.

Maintenance repair and operating supplies may be procured in accordance with Controlled Materials Plan Regulation CMP 5. This regulation (copy enclosed), gives you authority to extend an AA 1 preference rating for quarry operations and an AA 2 preference rating for other construction operations.

This regulation covers maintenance repair and operating supplies only and cannot be used to procure the materials incorporated into the project.

For the critical materials whic h require preference rating and which are incorporated into the project - for example, reinforced steel tie wire, bolts, wire fencing, wire mesh in concrete pipe, etc., please send two copies of your purchase requisition to the Priorities Supervisor, Oregon State Highway Commission, Salem, Oregon. The proper priority rating and certification will be affixed and one copy of the requisition will be forwarded to your supplier and one copy will be retained for our file in accordance with the War Production Board regulations.

If you have any trouble in procuring the necessary materials, or maintenance repair and operating supplies, please advise and we will take immediate action to assist you.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By

E. H. Clymer,
Priorities Supervisor.

CC to
S.H. Probert ✓
Paul Van Scoy
C. C. Gall

EHC/M

RECEIVED
SEP 27 1943
FOR FILING

FAS 32-B-1

September 23, 1943

Morrison-Knudsen Company, Inc.
319 Broadway Street
Boise, Idaho

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2649 which was awarded to you on August 27, 1943, by the State Highway Commission, covering 12.9 miles grading, surfacing and oiling; one concrete bridge; and furnishing crushed rock in stock piles on the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, in Malheur County.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

ED

RECEIVED
SEP 27 1943
FOR FILING

FAS 32-B-1

September 23, 1943

United Pacific Insurance Co.
Maren Carter, Agent
627 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2649, which was awarded to Morrison-Knudsen Company, Inc. by the State Highway Commission on August 27, 1943, covering 12.9 miles grading, surfacing and oiling; one concrete bridge; and furnishing crushed rock in stock piles on the Malloy Ranch-Rocker Creek Section of the I.O.N. Highway, in Malheur County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

EB

RECEIVED
OCT 6 1943
FOR FILING

FAS 52-R-1

September 22, 1943

Morrison-Knudsen Company, Inc.
319 Broadway Street
Boise, Idaho

Attention: Mr. Gillespie

Gentlemen:

Confirming our telephone conversation of even date, concerning contract No. 2649 for the construction of the Holley Ranch-Hooker Creek Section of the I. O. N. Highway, we advise that, in view of the difficulty experienced in obtaining galvanized wire staples for fence construction on the project, the use of annealed or polished staples will be permitted.

Corroborating our telephoned information, a priority rating of AA-3 has been assigned for the purchase of critical materials required on the above project.

The methods of applying priority ratings to required purchases will be explained in detail by Mr. E. E. Clymer, our Priorities Supervisor, in a letter which follows.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'H:GS

cc to E. E. Clymer
Paul Van Scoy
O. C. Gall

FAS 33-13-1

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS
PRINCIPAL OFFICE
9 BROADWAY, BOISE, IDAHO

CARROLL F. ZAPP
SECRETARY

RECEIVED
SEP 13 1943
FOR FILING

September 3, 1943

United Pacific Insurance Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We enclose herewith four copies of Contract No. 2649 with the Oregon State Highway Commission for construction in Malheur County, Oregon, on the I. O. N. Cut-off.

Will you kindly have the bond accompanying each copy of the contract countersigned by an authorized resident agent of your company, and then forward all four copies to the Oregon State Highway Commission, Salem, Oregon.

We shall appreciate your prompt attention to this matter and ask that you advise us the date on which the documents have been forwarded to the Commission.

Yours very truly,

Carroll F. Zapp

CFZ:vg
✓Enc.
cc: Oregon State Highway Commission
Salem, Oregon
cc: Wegener & Daly, Inc.
First National Bank Building
Boise, Idaho

RECEIVED
SEP 7 - 1943
OREGON
STATE HIGHWAY COMMISSION

symbol above or preceding the address.

ERN
UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

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PRR34 138/136 NL 1 EXTRA=BOISE IDA 29 1943 AUG 30 AM 7 35

R H BALDOCK=STATE HIGHWAY ENGR

FAS 32-B-1

RECEIVED
SEP 4 1943
FOR FILING

NOTED
State Highway Engineer

RE OUR PROPOSAL SUBMITTED ON AUGUST TWENTY THIRD ON MALLOY RANCH HOOKER CREEK SECTION OF ION HIGHWAY FEDERAL STRATEGIC HIGHWAY NET WORK SN-U-FAS32-B(1) WE ADVISE THAT OUR ENGINEERS HAVE REVIEWED OUR ESTIMATES AND ARE CONVINCED THAT WE HAVE MADE A SERIOUS ERROR IN CONNECTION WITH OUR PROPOSAL IN THAT WE FAILED TO PROPERLY ESTIMATE THE INCREASED COST IN THE PRODUCTION OF ROAD SURFACING MATERIALS UNDER OREGON SPECIFICATIONS AS COMPARED TO IDAHO SPECIFICATIONS STOP WE BELIEVE IT IS IN THE BEST INTEREST OF THE CONTRACTOR AND THE STATE FOR US TO WITHDRAW OUR PROPOSAL AND THEREFORE WE REQUEST THAT YOU ACT ACCORDINGLY AND AWARD THIS CONTRACT TO THE NEXT LOW BIDDER CHARGING US FOR THE PENALTY UNDER THE BOND FOR FAILURE TO EXECUTE CONTRACT IF THIS PROCEDURE IS IN ACCORDANCE WITH YOUR PRACTICE UNDER EXISTING CIRCUMSTANCES=

MORRISON KNUDSEN CO INC C P HUMPHREY.

17

ION SN-U-FAS32-B(1)

GESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 30 1943
FOR FILING

FAS 32-B-1

August 30, 1943

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of contract No. 2649, which was awarded to you by the State Highway Commission on August 27, 1943 covering grading, surfacing and oiling on the Malley Ranch-Hooker Creek Section of the I. O. N. Highway, in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RN

NOTED
RUTH SMITH

RECEIVED
SEP 10 1943
FOR FILING

FHS 32-B-1

August 27, 1943

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling on the Malloy Ranch-Rocker Creek Section of the I.O.N. Highway, in Malheur County. This award was based on your bid of $348,823.50 submitted on August 23, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

cc - [illegible] Probert
G. S. Paxson

NOTED
H. B. GLAISYER

S HIGHWAY CONTRACT TO MORRISON
S BID SUBMITTED AUGUST 23RD.
WILL YOU CONFIRM BY LETTER THANKS.
EN SECRETARY.

ISYER.

TIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAS 32-B (1), Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, to Morrison-Knudsen, Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 31 1943
STATE HIGHWAY COMMISSION

ISTRATION
ICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(12)

1201

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
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Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR156 30 COLLECT=LAKEVIEW ORG 27 130P

S H PROBERT, STATE HIGHWAY DEPT= Chg 1943 AUG 27 PM 3 16

BALDOCK TODAY AWARDED I= O= N= HIGHWAY CONTRACT TO MORRISON AND KNUDSEN COMPANY ON BASIS BID SUBMITTED AUGUST 23RD= I AM WIRING CONTRACTOR= WILL YOU CONFIRM BY LETTER THANKS=

H B GLAISYER SECRETARY=

I= O= N= 23RD GLAISYER=

SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
31 43
ISSION

FAS 32-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 2 1943
FOR FILING

August 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAS 32-B (1), Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, to Morrison-Knudsen, Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 31 1943
STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1943
FOR FILING

FAS 52-F-1

August 26, 1943

Mr. Raymond Percifield
Glenns Ferry, Idaho

Dear Sir:

In accordance with a request made by you some weeks ago, we can now inform you that the Morrison-Knudsen Co., of Boise, Idaho, will shortly receive the award of contract for the first unit of proposed construction on the I. O. N. Highway in Malheur County.

This contract will call for 12.9 miles of grading, surfacing and oiling on the unit north of Jordan Valley which is between Malley Ranch and Rocker Creek.

We have not as yet been able to obtain federal approval for the contracting of the other units of the originally proposed 60-mile project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
NOV 9 1943
FOR FILING

August 13, 1943

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed five copies each of special pages numbers 27 and 27a for the Holley Ranch-Hocker Creek Section, Project [illegible] 38-B (1), which pages have been revised by an additional specification under the subhead "Provision for Traffic."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

[illegible] Probert
Office Engineer

Dict. by J. E. [illegible]/[illegible]

Encl.

August 11, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith the following P. S. & E. papers for the Holley Ranch-Hooker Creek Section, Project No. SN-U-FAS 32-B (1).

Seven copies of estimate
Three copies of right of way statement
Three copies of Form PR 46
Four copies of Form 101 (Rev.)

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Strategic Network Project
No. SN-U-FAS 32-B (1)

MOLLOY RANCH-HOOKER CREEK SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1943

All Required	Preliminary Engineering		$ 2,000.00
All Required	Lands, Rights of Way, Easements, Etc.		12,000.00

CONSTRUCTION

Roadway

All Required	Clearing and Grubbing		$ 5,000.00
2,400 cu. yds.	Trench Excavation, Unclassified	$ 2.00	4,800.00
316,800 cu. yds.	General Excavation, Unclassified	.50	158,400.00
58,400 yd. mi.	Truck Haul	.15	8,760.00
27,000 lin. ft.	Rounding Cutbanks	.10	2,700.00
12.82 miles	Finishing Roadbed and Slopes	500.00	6,410.00
1,720 lin. ft.	18" Concrete Pipe	3.00	5,160.00
380 lin. ft.	24" Concrete Pipe	4.50	1,710.00
420 lin. ft.	30" Concrete Pipe	5.50	2,310.00
850 lin. ft.	36" Concrete Pipe	7.00	5,950.00
110 lin. ft.	36" Extra Strength Concrete Pipe	7.50	825.00
370 lin. ft.	48" Concrete Pipe	10.00	3,700.00
90 lin. ft.	30" Concrete Siphon Pipe	6.00	540.00
300 lin. ft.	Salvaging Culvert Pipe	1.50	450.00
6 cu. yds.	Concrete End Basins	40.00	240.00
4 cu. yds.	Concrete Headwalls	40.00	160.00
80 cu. yds.	Dry Rubble	5.00	400.00
300 rods	Salvaging and Reinstalling Fence	1.50	450.00
1,450 rods	Barbed Wire Stock Fence	2.00	2,900.00
46,750 cu. yds.	Selected Roadbed Topping	1.25	58,437.50
30,850 cu. yds.	4" - 2" Rock in Base	2.50	77,125.00
16,900 cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	42,250.00
1,200 M-gals.	Sprinkling	2.50	3,000.00
12.82 miles	Preparation of Base	200.00	2,564.00
8,450 cu. yds.	Furnishing and Placing Aggregates	3.75	31,687.50

PR 46

558	tons	Furnishing and Placing 151-200 Asphalt	$ 40.00	$ 22,320.00
159	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	6,360.00
		Subtotal		$454,609.00
		10% Engr. & Cont.		45,460.90
		Total		$500,069.90

Bridge (Sta. 5768+55 to Sta. 5769+39)

All Required		Shoring, Cribbing, Etc.		$ 200.00
90	cu. yds.	Structural Excavation	$ 3.00	270.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
130	cu. yds.	Class "A" Concrete	35.00	4,550.00
27,000	lbs.	Metal Reinforcement	.08	2,160.00
185	lin. ft.	Concrete Handrail	6.00	1,110.00
		Subtotal		$ 8,340.00
		10% Engr. & Cont.		834.00
		Total		$ 9,174.00

Length of Roadway	12.818 miles
Length of Bridge	.016 mile
Total Length	12.834 miles
Cost per mile, Roadway	$ 39,013.09

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,620.00	$ 380.00
Lands, Rights of way, Easements, Etc.	12,000.00	7,320.00	4,680.00
Roadway	500,069.90	405,060.00	95,009.90
Bridge	9,174.00	7,430.00	1,744.00
	$523,243.90	$421,430.00	$101,813.90

[illegible] 46

Roadway (Malley Ranch-Hooker Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 1, 1943 State Oregon

Completion Date (Est.) July 31, 1944 Project No. [illegible] (1)

Estimated Total Cost Roadway $ 500,069.90 Length: Miles 12.818

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	475	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	7,000
3	Bituminous mat.	Gal.	175,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

ge (Holley Ranch-Hecker Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 1, 1943 State Oregon

Completion Date (Est.) July 31, 1944 Project No. [illegible]-U-FAS 32-B (1)

Estimated Total Cost Bridge $ 9,174.00 Length: Miles .016

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	27,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	25	10	Explosives	Lb.	
5	Timber piling	Lft.					

MOLLOY RANCH-HOOKER CREEK SECTION

PROJECT NO. ER-U-FAS 32-B (1)

While negotiations for right of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it now believed that all necessary rights of way can be made fully available within twelve days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 11, 1943

N. Y. Mallinckrodt – Hard

					11.00
100	Tr.	2-	200	1.-	100.00
200	Cal	50	100-	.38	76.00
.07	Fink	500-	35	500-	35.00
250	Silicated	1.25	317.50	.75	187.50
150	4-22	2.50	375-	1.25	187.50
100	3/10-0	2.50	250-	1.70	170.00
.07	Prep	200-	14-	400-	28.00
50	Agar	3.75	187.50	2.75	137.50
2	Asph	40-	80	35-	70.00
1	Emuls	40-	40	35-	35.00
			1594-		1037.50

FP [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project SN-U-FAS 32-B(1), the Malloy Ranch-Hooker Creek Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Herewith are copies of Forms PR-101 prepared by us on the basis of the P.S.& E. estimate. The forms submitted by your office with the P.S.& E. did not include bridge reinforcing steel and fencing, which we have added. If necessary, further revision of the project requirements may be made when fourth and subsequent quarter estimates are submitted the last of the month.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 16 1943
OREGON
STATE HIGHWAY COMMISSION

20-1119 Oakridge Revetment Sec., 1943
Willamette Hwy.
#2650

M

ECEIVED
FORM E-30
OR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 8, 1944

20-1119

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5554	2650	7-Final	Hord & Stuart	1,020.03	256980	O.K. T.B.L.
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G. :- Acceptance advice has been received on this as well as notice of extension of time to Jan. 31, 1944, approved by Commission on May 9, 1944.

asw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

OK to release warrant

Approved H B Glaisyer
Secretary

Noted

ECEIVED
MAY 1 1944

20 - 1119

May 16, 1944

Hord & Stuart
716 Couch Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 9, 1944 granted you the extension of time requested, from November 30, 1943 to January 31, 1944, without penalty, in connection with contract No. 2650 for construction of the Oakridge Revetment Project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

RECEIVED
MAY 1 1944

20-1119

May 16, 1944

General Casualty Company of America
E. L. I. Blyth, Agent
521 S. W. Pine
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2650 for work on the Oakridge Revetment of the Willamette Highway, in Lane County, has been completed by the contractor, Hord & Stuart, and that final payment in the amount of $1,020.03 will be made on or after May 26, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $44,370.72 of which amount $201.86 represents the amount of force account items. This contract was completed on January 31, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

ECEIVED
MAR 7 1944
OR FILING

20-1119

March 6, 1944

General Casualty Company of America
E. L. I. Blyth, Agent
521 S. W. Pine
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Hord and Stuart, on Contract No. 2650, covering 0.27 miles of rock and gravel revetment in Lane County. This payment, in the amount of $2,042.50, will be made on or after March 16, 1944. The retained percentage is $1,000.00

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

Form E-1—5M—4-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final Report this job.

For Week Ending Feb. 5, 1944

Section Oakridge Revetment

Kind of work Rock & Gravel Revetment

Highway Willamette

Section prefix 20-1119

Contractor Hord & Stuart

Contract number 2650

Date of contract Sept. 14, 1943

Date of completion Nov. 30, 1943

Date work started " 27, 1943

~~Estimated~~ date of completion Jan. 31, 1944

Amount of contract $ 40735.

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $ 40735.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2455., 6 %

Date project was completed Jan. 31, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked one day this week 3 laborers cleaning up along guard fence and top of slope and completed the job Mon. Jan. 31.

RECEIVED
FEB 7 - 1944
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M.

P P Whitmore

Signed P. P. Whitmore, Res. Engineer.

Address Box 972 Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.26				
Miles partially completed	0.26				
Miles completed					
Total estimated quantities	29000 c y gravel 7300 c y rock				
Estimated quantities moved or placed to date	29000 c y gravel 7300 c y rock				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3 — 1 day this week				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants...........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 27 1943
FOR FILING

[illegible]-1119

September 27, 1943

Hord & Stuart
716 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2650 which was awarded to you on September 14, 1943, by the State Highway Commission, covering 0.27 mile of rock and gravel revetment on the Oakridge Revetment Section of the Willamette Highway in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
RUTH SMITH

RECEIVED
SEP 15 1943
FOR FILING

20-1119

September 14, 1943

Hord & Stuart
716 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2650, which was awarded to you by the State Highway Commission on September 14, 1943, covering 0.27 mile of rock and gravel revetment on the Oakridge Revetment Section of the Willamette Highway, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

RECEIVED
OCT 2 8 1943
FOR FILING

20 - 1119

September 14, 1943

Bert & Stuart
716 Couch Building
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, I am pleased to inform you that the State Highway Commission today awarded you the contract for the construction of the Oakridge Revetment Section, 0.27 miles of rock and gravel revetment, along the Willamette Highway, in Lane County, for which you submitted the low bid at the Highway Commission's meeting held on August 23, 1943.

Contract forms will be forwarded to you for execution shortly.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

[illegible]
Enc.1

cc - S. H. Probert
O. S. Paxson

M

AGENDA
OCT 12 1943
3c

		CABLE	
		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

9-14-43

[illegible] & STUART
716 Couch Building
Portland, Oregon

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF THE OAKRIDGE REVETMENT SECTION OF THE WILLAMETTE HIGHWAY IN LANE COUNTY ON THE BASIS OF YOUR LOW BID SUBMITTED AUGUST 23, 1943, CONTRACT FORMS WILL FOLLOW SHORTLY FOR EXECUTION.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Files

RECEIVED
SEP 7 - 1943

NOTED
E. M[illegible]

Signed B.A. Martin
B.A. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Form E-114—8M—1-42

OR STATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Maint
rainage +
Flood Control

RECEIVED
SEP 13 1943
FOR FILING

Date Sept. 4, 1943

Job name Oakridge Flood Control

-1119

Week from Aug. 29 to Sept. 4

Mail address Courthouse, Eugene, Oregon

Highway Willamette

Telegraph or telephone address 3137

County Lane

Job Prefix

Express and freight address c/o Courthouse

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

New descriptions were worked up on the Salmon River Channel improvement.

RECEIVED
SEP 7 - 1943

Signed B.A. Martin
B.A. Martin

Title Locating Engineer

NOTED
E. M. [illegible]

USE BACK IF ADDITIONAL SPACE IS REQUIRED

FIELD ENGI

ON STATE

Job name Oakridge Flood Contr

Highway Willamette

County Lane

General inform

changes in personnel

	WEAT[illegible]DITIONS	
	A. M.	P. M.
	Showers	Showers
	Clear	Clear
	"	"
	"	"
	"	"
	"	"
	"	"

INSTRUCTIONS

required to be submitted by all Locating Resident Engi- e reports must be submitted for each job, and no single ver more than one job.

l be mailed by not later than Sunday night. The original nailed direct to the Salem office and the duplicate direct n Engineer. The triplicate copy shall be retained in the files.

lude in weekly reports matters requiring action by, or ention of, Division Engineers or others, unless these mat- ken up by a letter addressed to the attention of the party equisition for supplies, calls for men, requests for informa- er matters requiring action or reply will NOT receive made on this form.

se sections of the above detailed reports which apply to class of work involved under the job covered by the

SURVEYS

Total mileage of section to be surveyed 1450'

Miles of preliminary staked 0

Miles of location staked 1450'

Per cent of field work complete 98%

Per cent of office work complete 98%

Number of days worked on this project 37

Number of men in party 2

Salary expense this week $ 53.10

All other expenses this week ----

Previous total expenditures this survey $632.83

Total expenditures including this week 685.93

Survey will be completed about Sept. 4, 1943

Completed survey will cost about $686.00

Per mile cost of survey will be about ---

STATE PRINTING DEPT.

O[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date July 31, 1943

Oakridge Flood Control

Willamette

Lane *Job Prefix*

Week from July 25 *to* July 31

Mail address c/o Courthouse, Eugene Oregon

Telegraph or telephone address 3137

Express and freight address c/o Courthouse

eral information covering progress of work by party and important developments, instructions from Division Engineer, personnel of party, etc.:

This project has been revised and turned over to the division office for pproval.

RECEIVED
AUG 2 - 1943

NOTED
M. [illegible]

Signed B. A. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

WEATH ITIONS A. M.	P. M.
Clear	Clear
"	"
"	"
"	"
"	"
"	"
"	"

SURVEYS

Total mileage of section to be surveyed 1450'

Miles of preliminary staked 0

Miles of location staked 1450'

Per cent of field work complete 98%

Per cent of office work complete 98%

Number of days worked on this project 27

Number of men in party 2

Salary expense this week $ 33.85

All other expenses this week ---

Previous total expenditures this survey 598.98

Total expenditures including this week 632.83

Survey will be completed about Aug. 5th, 1943

Completed survey will cost about 650.00

Per mile cost of survey will be about

INSTRUCTIONS

rm is required to be submitted by all Locating Resident Engi-
parate reports must be submitted for each job, and no single
ll cover more than one job.

s shall be mailed by not later than Sunday night. The original
l be mailed direct to the Salem office and the duplicate direct
ivision Engineer. The triplicate copy shall be retained in the
gineer's files.

OT include in weekly reports matters requiring action by, or
al attention of, Division Engineers or others, unless these matters
taken up by a letter addressed to the attention of the party
d. Requisition for supplies, calls for men, requests for informa-
other matters requiring action or reply will NOT receive
if made on this form.

out those sections of the above detailed reports which apply to
rticular class of work involved under the job covered by the

STATE PRINTING DEPT.

SURVEYS
...tion to be surveyed 1450'
...taked 0
...plete 1450'
...plete 98%
...s project 98%
27
2

O N STATE HIGHWAY DEPARTM

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Mai... [illegible] & Flood Control

	Date July 24th, 1943
	Week from July 17th *to* July 24th
Job name Oakridge Flood Control	*Mail address* c/o Courthouse, Eugene, Oregon
	Telegraph or telephone address 3137
Highway Willamette	*Express and freight address* c/o Courthouse
County Lane *Job Prefix*	

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Mr. Lytle returned all datum on this project in order that the estimate might be revised.

The proposed channel change at Salmon Creek bridge was lengthened above the bridge and the revetment was extended about 200' on the west end of the project.

All field data pertaining to above revisions have been completed.

Quantities are being revised at this time.

RECEIVED
JUL 26 1943
CONST...

Signed B. O. Martin

NOTED
E. M. [illegible]

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATH [illegible] DITIONS A. M.	P. M.
Sunday	Clear & Warm	Clear & Warm
Monday	" "	" "
Tuesday	"	"
Wednesday	"	"
Thursday	"	"
Friday	"	"
Saturday	"	"

SURVEYS

Total mileage of section to be surveyed 1450 '

Miles of preliminary staked 0

Miles of location staked 1450 '

Per cent of field work complete 98%

Per cent of office work complete 98%

Number of days worked on this project 25

Number of men in party 3

Salary expense this week $49.51

All other expenses this week .47

Previous total expenditures this survey 549.47

Total expenditures including this week 598.98

Survey will be completed about July 31, 1943

Completed survey will cost about 650.00

Per mile cost of survey will be about

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

section to be surveyed 1450 '

mary staked 0

n staked 1450 '

work complete 98%

3-41

O N STATE HIGHWAY DEPARTM

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date July 10th, 1943

Week from July 3rd to July 10th

Job name Oakridge Flood Control

Mail address Courthouse, Eugene, Oregon

Telegraph or telephone address 3137

Express and freight address c/o Courthouse

Highway Willamette

County Lane Job Prefix

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Slope easement was worked up on this project.

Typical sections were shown on profile.

RECEIVED
JUL 12 1943
OFFICE OF

NOTED
E. M.

Signed B. A. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

O N STATE HIGHW
FIELD ENGINEE
FOR

Job name Oakridge Flood Co
Highway Willa
County

		WEATH ITIONS	
Day of Week		A. M.	P. M.
day . . .		Clear	Clear
nday . . .		"	"
esday . . .		"	"
dnesday . .		Rain	Rain
rsday . .		"	"
iday . . .		Clear	Clear
turday . . .		"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engi-
eers. Separate reports must be submitted for each job, and no single
eport shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original
opy shall be mailed direct to the Salem office and the duplicate direct
 the Division Engineer. The triplicate copy shall be retained in the
ield Engineer's files.

DO NOT include in weekly reports matters requiring action by, or
 special attention of, Division Engineers or others, unless these matters
 also taken up by a letter addressed to the attention of the party
terested. Requisition for supplies, calls for men, requests for informa-
ion, and other matters requiring action or reply will NOT receive
ttention, if made on this form.

Fill out those sections of the above detailed reports which apply to
he particular class of work involved under the job covered by the
report.

SURVEYS

Total mileage of section to be surveyed 1450 ft.
Miles of preliminary staked 0
Miles of location staked 1450 ft.
Per cent of field work complete 98%
Per cent of office work complete 98%
Number of days worked on this project 23
Number of men in party 3
Salary expense this week $ 60.19
All other expenses this week ——
Previous total expenditures this survey 489.28
Total expenditures including this week 549.47
Survey will be completed about July 10th, 1943
Completed survey will cost about $600.00
Per mile cost of survey will be about

STATE PRINTING DEPT.

O N STATE HIGHWAY DEPARTM

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

✓

Drainage + Flood Control

Date May 29, 1943

Week from May 23 to May 29

Job name Oakridge Flood Control

Mail address Eugene, Ore. (Court House)

Telegraph or telephone address 3137

Highway Willamette

Express and freight address c/o Court House

County Lane Job Prefix

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

This project has been completed , excepting the deed descriptions for additional right of way needed.

The map and estimate will be turned over to the Division Office for approval this week.

RECEIVED
1 - 1943
OFFICE OF

Signed B.O. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATH [illegible] ITIONS A. M.	P. M.
Sunday . . .	Clear	Clear
Monday . . .	"	"
Tuesday . . .	"	"
Wednesday . .	"	"
Thursday . .	"	"
Friday . . .	"	"
Saturday . . .	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed 1450 ft.

Miles of preliminary staked 0

Miles of location staked 1450 ft.

Per cent of field work complete 95%

Per cent of office work complete 95%

Number of days worked on this project 146

Number of men in party 3

Salary expense this week 67.55

All other expenses this week 000

Previous total expenditures this survey 421.73

Total expenditures including this week 489.28

Survey will be completed about June 1st

Completed survey will cost about

Per mile cost of survey will be about

STATE PRINTING DEPT.

O[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

ase & Flood
Control

Date May 22nd, 1943

Job name Oakridge Flood Control

Week from May 15th to May 22nd

Mail address Eugene, Oregon (Court house)

Highway Willameete

Telegraph or telephone address 3137

County Lane Job Prefix

Express and freight address c/o Court House

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Whitmore's crew secured the field data and I am working up the estimate and plans.

All cross sections have been platted . A projection was made on the rock cut West of Oakridge to secure the proper amount of rock to be used in making rock dike. The quantity has been computed on the gravel cut West of Oakridge. The channel widening on the Salmon River is being worked up at this time.

RECEIVED
MAY 24 1943
OFFICE OF
CONST[illegible] ENGINEER

NOTED
E. M. [illegible]

Signed B.A. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATH[illegible]ITIONS A. M.	P. M.
Sunday	Clear	Clear
Monday	"	"
Tuesday	"	"
Wednesday	"	"
Thursday	"	"
Friday	Cloudy	Cloudy
Saturday	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed 1450 ft.

Miles of preliminary staked 0

Miles of location staked 1450 ft.

Per cent of field work complete 95%

Per cent of office work complete 60%

Number of days worked on this project 141½

Number of men in party 2

Salary expense this week 65.97

All other expenses this week 00

Previous total expenditures this survey 355.76

Total expenditures including this week 421.73

Survey will be completed about June 1st.

Completed survey will cost about

Per mile cost of survey will be about

STATE PRINTING DEPT.

Flood Control

O[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

✓

Date January 23rd., 1943

Week from Jan. 17th to Jan 23rd.,

Job name Oakridge Flood Control

Mail address Eugene, Ore. (Court House)

Telegraph or telephone address 3137

Highway Willamette

Express and freight address Court House

County Lane Job Prefix

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The cross-sections have been taken from station 2592+69.4 P.T. to station 2607+17.2 P/C.

A 1"=50' detail map is being worked up. The cross-sections have been platted and the yardage is being computed over the above stations.

RECEIVED
JAN 25 1943

Signed B. O. Martin

Title Locating Engineer

NOTED
E. M. [illegible]

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATH [illegible] DITIONS	
	A. M.	P. M.
Sunday . . .	Clear	Clear
Monday . . .	"	"
Tuesday . . .	Snow	Snow
Wednesday . .	"	"
Thursday . .	"	"
Friday . . .	Clear	Clear
~~Saturday~~ . . .	"	

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed 1450

Miles of preliminary staked ....

Miles of location staked .... 1450 ft

Per cent of field work complete 75%

Per cent of office work complete 25%

Number of days worked on this project 9½

Number of men in party 4

~~Salary expense this week~~ 177.88

All other expenses this week 00

Previous total expenditures this survey 177.88

Total expenditures including this week 355.76

Survey will be completed about .... Jan. 31st.,

Completed survey will cost about ....

Per mile cost of survey will be about ....

Amount authorized for survey

Will the amount authorized be sufficient
to complete the survey.

Additional authorization requested

STATE PRINTING DEPT.

SURVEYS
section to be surveyed 1450
staked 1450 ft
75%
25%
9⅛
4

[illegible] & Flood Control

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date January 16th, 1943

Week from Jan. 10th to Jan 16th

Job name Oakridge Flood Control

Mail address Eugene, Ore. (Court House)

Telegraph or telephone address 3137

Highway Willamette

Express and freight address Court House

County Lane Job Prefix

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The center line was staked from station 2592+69.4 P. T. to station 2607+17.2 P. T. Levels were run over the above station.

Transit ties have been taken of all buildings, power poles, fences, fire hydrants, culverts, etc.

RECEIVED
JAN 18 1943

Signed B. A. Martin

Title Locating Engineer

NOTED
E. M.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHE[illegible]ITIONS	
	A. M.	P. M.
Sunday . . .	Overcast	Overcast
Monday . . .	"	"
Tuesday . . .	Clear	Clear
Wednesday . .	"	"
Thursday . .	"	"
Friday . . .	Rain	Rain
Saturday . . .	Snow	

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed	1450 Ft.
Miles of preliminary staked	0
Miles of location staked	1450 Ft
Per cent of field work complete	50%
Per cent of office work complete	0
Number of days worked on this project	4
Number of men in party	4
Salary expense this week	177.88
All other expenses this week	00
Previous total expenditures this survey	00
Total expenditures including this week	177.88
Survey will be completed about	Jan 25th.
Completed survey will cost about	
Per mile cost of survey will be about	

Amount authorized for survey

Will the amount authorized be sufficient
to complete the survey

Additional authorization requested

RECEIVED
FOR FILES

Mains
Drainage &
Flood Control

20-1119

Salem, Oregon
August 2, 1943

Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

You are advised that the Highway Commission at their meeting on July 27, approved an expenditure of $45,000 for construction of a revetment along the Willamette River at Oakridge.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:jq
CC - H. G. Smith

2-4206 Wren-Philomath Section
Corvallis-Newport Highway 1943

#2651

RECEIVED
FEB 29 1944
FOR FILING

2-2216

February 25, 1944

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2651 for work on the Wren-Philomath Section of the Corvallis-Newport Highway in Benton County, has been completed by the contractor, R. C. Hall & Warren Bros., Inc., and that final payment in the amount of $710.20 will be made on or after March 6, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $19,402.72 and that no force account work was performed therein. This contract was completed on January 20, 1944 and accepted by the Commission on February 17, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
FEB 23 1944
FOR FILING

2-4 [illegible]

February 21, 1944

R. O. Dall & Warren Bros.
8919 S. E. Foster Road
Portland 6, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 17, 1944, granted you the extension of time requested, from December 31, 1943, to January 20, 1944, without penalty, in connection with contract No. 2651 for Wren-Philomath Section of the Corvallis-Newport Highway in Benton County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

cc - F. D. Eason

RECEIVED
FEB 1 1944
FOR FILING

2-4206

January 31, 1944

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Bros., Inc., on contract No. 2651, covering the Wren-Philomath Section of the Corvallis-Newport Highway in Benton County. This payment, in the amount of $2,053.49, will be made on or after February 10, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letters.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

Noted
Ruth Smith

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 29, 1944

Section Wren - Philomath

Kind of work Surfacing & Rock Production

Highway Corvallis - Newport

Section prefix 2 - 4206

Contractor R.O. Dail & Warren Bros.

Contract number 2651

Date of contract Oct. 12, 1943

Date of completion Dec. 31, 1943

Date work started Oct. 20, 1943

Estimated date of completion Jan. 20, 1944

Amount of contract . . . . $ 16,050.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 19,442.53

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 795.15, 5 %

Date project was completed Jan. 20, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this job has been completed and the final estimate was sent to the Division Office on Thursday, Jan. 27.

RECEIVED
JAN 30 1944
ENGINEER

Signed

Address Dallas, Ore.

NOTED
E.I

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.10	4.56		
Miles partially completed					
Miles completed		1.10	4.56		
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JAN 29 1944
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

RECEIVED
NOV 1 0 1943
FOR FILING

2-U226

November 9, 1943

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

I am handing you, herewith, one fully executed copy of the contract awarded you by the State Highway Commission on October 12, 1943, for surfacing and rock production on the Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County, contract No. 2651. I am today also sending an executed copy of this contract to the Glens Falls Indemnity Company, surety on your bond.

Please note on page 167 that I have printed in above your signatures as principal on the bond your firm name "R. O. Dail & Warren Bros., Inc." You omitted such firm name in signing the bond, although you did include it in signing the contract agreement on page 165. All copies of this contract are being similarly corrected. I trust that this is satisfactory with you and your bonding company. If not, kindly advise and I will return the contracts for you to correct yourselves.

Hereafter in signing contracts we would appreciate it if you will be sure to have your firm name inserted over your signatures. Due to the fact that you are incorporated "Inc." should be added thereto. You will note that you omitted it in signing the within bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

cc - Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern, Resident Agents
Lewis Building
Portland, Oregon

Gentlemen: I trust that this correction meets with your approval and in no way predjudices the bond. Please advise immediately if this meets with your approval. H. B. G.

RECEIVED
OCT 19 1943
FOR FILING

2-4 [illegible]

October 19, 1943

R. O. Dail & Warren Bros.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

This will acknowledge receipt of four copies of contract No. 2651, covering 1.1 miles of rock surfacing; also furnishing of crushed rock in stock piles on the Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County. We wish to call your attention to the fact that the contract has not been signed on page 165 by R. O. Dail & Warren Bros.

We are, therefore, returning by express all four copies of the contract with the request that these be fully executed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

ES

RECEIVED
OCT 15 1943
FOR FILING

2-4206

October 14, 1943

R. O. Dail and Warren Brothers
8919 S. E. Foster Rd.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2651, which was awarded to you by the State Highway Commission on October 12, 1943, covering 1.1 miles of rock surfacing; also furnishing crushed rock in stock piles on the Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By
Secretary

OREGON STATE HIGHWAY COMMISSION

EB

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

2-4[illegible]

October 13, 1943

R. C. Dail and Warren Bros.
8919 S. E. Foster Rd.
Portland, Oregon

Gentlemen:

The State Highway Commission on October 12, 1943, awarded you the contract for 1.1 miles of rock surfacing; also furnishing of crushed rock in stock piles, on the Wren-Philomath Section of the Corvallis-Newport Highway, in Benton County. This award was based on your bid of $16,050.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By

Secretary

[illegible]

OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert
G. S. Paxson

7-4205 Redmond-Marks Creek Rock Prod., 1943
5 Ochoco Hwy.
#26[illegible]2

FORM E-20 25M 1-43

7-4205

2652

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 25, 1944

[illegible]

FOR FILING

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5170	2652	4-Final	E. C. Hall Co.	1,523.09	256560	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. H. B. G.: We have your acceptance advice on this.
aaw

ACCOUNTING DIVISION

By aaw
Bookkeeping Dept.

Approved
Secretary

[illegible]
7-H.

M

RECEIVED
MAY 12 1944
FOR FILING

7-4205

May 12, 1944

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
406 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No 2652 for work on the Redmond-Marks Creek Rock Production Project on the Ochoco Highway, in Crook and Deschutes Counties, has been completed by the contractor, R. C. Hall Company, and that final payment in the amount of $1,523.09 will be made on or after May 22, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $50,769.72 of which amount $134.90 represents the amount of force account items. This contract was completed on April 1, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
APR [illegible] 1944
FOR FILING

7-4285

April 21, 1944

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland 4, Oregon

Gentlemen

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on Contract No. 2652, covering the Redmond-Marks Creek Rock Production Project on the Ochoco Highway in Crook and Deschutes Counties. This payment, in the amount of $2,283.13, will be made on or after May 1, 1944. The retained percentage is $1,523.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 15,1944, 19

Section Redmond - Marks-Creek

Kind of work Rock Production

Highway Ochoco

Section prefix 7-4205

Contractor E.C.Hall Co

Contract number 2652

Date of contract October 12,1943, 19

Date of completion June 30,1944, 19

Date work started December 20,1943, 19

Estimated date of completion , 19

Amount of contract $ 46800.

Per cent of time elapsed 66 %

Estimated cost of completed project, exclusive of engineering Semi-final estimate $ 50384.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1065., 2.28 %

Date project was completed April 1,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project started on December 20,1943 , with plant erection and drilling operations. This work was completed on January 8,1944 and the contractor elected to suspend crushing operations until more favorable weather. A crew of four men were left at the plant to repair trucks etc., while the balance of the crew moved to Portland. After a layoff during the balance of January, the entire month of February and drilling operations resumed on March 3 and crushing of material started on March 6. The plant then operated steadily until March 24, on a two shift basis. Due to lack of trucks much of the long haul material being piled at our site at MP 12.50 and this material was rehandled and hauled to the proper sites from March 25 to and inclusive March 30. Dismantling, hauling of equipment and general cleanup work completed on April1, 1944.

Semi-final estimate submitted to our Division office on April,13,1944.

RECEIVED
APR 17 1944

Final Report.

Signed A.A. Fossen

Address 1290-Wall St. BEND, Oregon.

Mail original copy to Salem, and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			34.80		
Miles partially completed					
Miles completed			34.80		
Total estimated quantities			18000		
Estimated quantities moved or placed to date			19549.5 Tis office semi-final		
Average daily quantities			1150 17 (16 hour days)		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 26 1944
FOR FILING

7-4305

April 25, 1944

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

E. C. Hall Company has been paid the amount of $50,769.72 on Contract No. 2652, Redmond-Marks Creek Rock Production Project on the Ochoco Highway in Crook and Deschutes Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VBH

RECEIVED
NOV 10 1943
FOR FILING

7-4205

November 9, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2652 which was awarded to you on October 12 by the State Highway Commission, covering the Redmond-Horse Creek Rock Production Project on the Ochoco Highway in Crook and Deschutes Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
OCT 15 1943
FOR FILING

7-4205

October 14, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2652, which was awarded to you by the State Highway Commission on October 12, 1943, covering the Redmond-Marks Creek Rock Production Project on the Ochoco Highway, in Crook and Deschutes Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By
Secretary

EB

OREGON STATE HIGHWAY COMMISSION

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

7-4205

October 13, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 12, 1943, awarded you the contract for the Redmond-Marks Creek Rock Production Project on the Ochoco Highway, in Crook and Deschutes Counties. This award was based on your low bid of $46,800.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By
Secretary
OREGON STATE HIGHWAY COMMISSION

RB

cc - S. H. Probert
G. S. Paxson

9-4209 Lapine Rock Production 1943
The Dalles-Calif. & Fremont Hwys.

#2653

RECEIVED
[illegible] 1944
FOR FILING

9-[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 8, 1944

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6923	2653	~~3~~ Final	E. C. Hall Co.	1,663.12	258338	O.K. to release H. G.
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G: I have no notice of acceptance on this.
[illegible]

ACCOUNTING DIVISION

By ____________
~~Bookkeeping~~ Dept.

Approved H. H. Kany Sr.
Secretary

noted
H. G.

RECEIVED

9-4209

June 21, 1944

Maryland Casualty Company
Hansen & Rowland, Inc.
406 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that the state highway contract No. 2653 for work on the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties, has been completed by the contractor, E. C. Hall Company, and that final payment in the amount of $1,663.12 will be made on or after July 1, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $55,784.58 of which amount $529.29 represents the amount of force account items. This contract was completed on June 2, 1944 and accepted by the Commission on June 13, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

vs

RECEIVED
JUN 19 1944
FOR FILING

9-4209

June 17, 1944

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on Contract No. 2653, covering the Lapine Rock Production Project on The Dalles-California and Fremont Highway in Deschutes and Klamath Counties. This payment, in the amount of $27,204.86, will be made on or after June 27, 1944. The retained percentage is $1,673.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—4-42

JUN 12 1944

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10,1944, 19

Section Lapine Rock Production

Kind of work Rock Production

Highway The Dalles California & Fremont

Section prefix 9-4209

Contractor E.C.Hall Co

Contract number 2653

Date of contract October 12,1943, 19

Date of completion June 30,1944, 19

Date work started March 29,1944, 19

Estimated date of completion , 19

Amount of contract $55000.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering This office sem-final $55795.32

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1600., 2.91 %

Date project was completed June 2,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Setting up of plant at the Paulina Creek gravel pit started on March 29,1944 and was completed on April 6. Crushing operations started the next morning on a two shift basis. A $\frac{1}{2}$" scalping screen was installed ahead of the first crusher to remove the fines, later a 3/4" screen replaced this and this effectively removed much of the damp fines. Clearing and leveling of the new site for material at MP 171.4 on the Dalles-Cal route was completed on April 10. The plant operated steadily until May 4 with an average of approximately 450 cy per two shifts . At that time word was received that the head of the organization Mr. E.C.Hall had passed away and the plant was closed down until Tuesday May 9. On that date the crushing was done for our project. The balance of the week wasspent in screening and crushing some $\frac{1}{4}$" and $\frac{1}{2}$" material for the War Department at Camp Abbot. It had been the contractors intention to complete the site at MP 3.14 Fremont Hwy from this setup but due to the scarcity of material he decided to move the plant to our other designated gravel source at MP 184.67. Setting up at this site began Monday May 15 and was completed May 18. Crushing operations continued steadily, with an 800 cy average per two shifts, until June 2. At that time our check ~~shee~~ indicated that the required amounts were out and the plant closed. All cleaning up and plant removal was completed by June 6.The contractor also cleared and leveled the new site at MP 184.67 during this period. He also left an area of the pit stripped for future operations. Semi-final estimate submitted to Division office on June 9,1944.

Final Report

Signed A.A. Gosser

Address 1290 - Wall St. Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			10 Fremont 39.4 The Dalles California		
Miles partially completed					
Miles completed			49.4		
Total estimated quantities			20000		
Estimated quantities moved or placed to date			20173.7	36 days crushing	
Average daily quantities			560.4	2-8hr shifts	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants............

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			Moving equipment out Monday and Tuesday only
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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9-1[illegible]

November 9, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2653 which was awarded to you on October 12, 1943 by the State Highway Commission, covering the Lapine Rock Production Project of The Dalles-California and Fremont Highways in Deschutes and Klamath Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

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OCT 15 1943
FOR FILING

9-4209

October 14, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2653, which was awarded to you by the State Highway Commission on October 12, 1943, covering the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By
Secretary
OREGON STATE HIGHWAY COMMISSION

EB

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

9-4209

October 13, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 12, 1943, awarded you the contract for the Lapine Rock Production Project on The Dalles-California and Fremont Highways, in Deschutes and Klamath Counties. This award was based on your low bid of $55,000.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By
Secretary

EB

OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert
G. S. Paxson

15-4212 Ashland-State Line Rock Prod.
Pacific Highway 1943

#2654

FOR FI

15-1212

August 29, 1944

Hansen & Rowland, Inc.,
406 Title & Trust Bldg.,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2654 for work on the Ashland-State Line Section of the Pacific Highway, in Jackson County, has been completed by the contractor, E. C. Hall Company, and that final payment in the amount of $731.00 will be made on or after September 8, 1944.

The state is not advised of any unpaid claims for labor or materials, or of the existense of any claims, debts, dues or demands insurred in the performance of such work, and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION.

HBG/jee

M

RECEIVED
[illegible] 1944

15 - 4212

August 10, 1944

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland 4, Oregon

Attention: Mr. A. Van R. Schermerhorn

Gentlemen:

In replying to your letter of August 8 I find that final payment has not yet been made to E. C. Hall and Company on Contract No. 2654. The contract has been completed but has not been accepted by the Commission. The Commission will probably take formal action on it in the near future. As soon as that is done, the final may be made; but we will write you before it is released and give you all the necessary information that is not available at this time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

BH

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 8, 1944

Section Ashland - State Line

Kind of work Crushed Rock in Stockpiles

Highway Pacific

Section prefix 15-4212

Contractor E. C. Hall Co.

Contract number 2654

Date of contract October 12, 1943

Date of completion June 30, 1944

Date work started June 3, 1944

Estimated date of completion June 29, 1944

Amount of contract $ 23,900.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 23,924.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,006.00, 4.2 %

Date project was completed June 29, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Computed quantities of rock in stockpiles. Worked up semi-final estimate and sent it to Division Office.

RECEIVED
JUL 10 1944
OFFICE OF [illegible]

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			xxxxx		
Miles partially completed			xxxxx		
Miles completed			xxxxx		
Total estimated quantities			10,600		
Estimated quantities moved or placed to date			10,596.5		
Average daily quantities Past Week			- -		
Average daily quantities necessary to complete project on time			- -		
Number shifts per day			- -		
Hours per shift			- -		
Average force on project for week			- -		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County,......%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants..........

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

STATE PRINTING DEPT.

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JUL [illegible] 1944
FOR FILING

15-4212

July 7, 1944

Maryland Casualty Company
Hansen & Rowland, Inc.
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company, on Contract No. 2654, covering the furnishing of crushed rock in stock piles on the Ashland-State Line Section of the Pacific Highway, in Jackson County. This payment, in the amount of $19,467.34, will be made on or after July 17, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
NOV 10 1943
FOR FILING

15-4212

November 9, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2654 which was awarded to you on October 12, 1943, by the State Highway Commission, covering the Ashland-State Lime Rock Production Project on the Pacific Highway in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
OCT 15 1943
FOR FILING

15-4212

October 14, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2654, which was awarded to you by the State Highway Commission on October 12, 1943, covering the Ashland-State Line Rock Production Project on the Pacific Highway, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By
Secretary

OREGON STATE HIGHWAY COMMISSION

ED

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

15-4212

October 13, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 12, 1943, awarded you the contract for the Ashland-State Line Rock Production Project on the Pacific Highway, in Jackson County. This award was based on your low bid of $23,900.00, submitted on that date.

Contract forms will be sent you for execution within a few days.

Very truly yours,

By
Secretary

EB

OREGON STATE HIGHWAY COMMISSION

cc - S. H. Probert
G. S. Paxson

DA-WR 45 (1) Madras-Redmond Air Base
Target Range Access Road 1943

#2655

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DA-WR 45(1)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1946

SUBJECT: Madras-Redmond Target Range Access Road

To:

Mr. Wm. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Cont 265D

Dear Sir:

NOTED
State Highway Engineer

The Jefferson County Court has agreed to cancel the maintenance agreement on the Madras-Redmond Target Range Road effective March 3, 1946, and you should discontinue maintenance on that date and submit bill for for maintenance to this office right after that date.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/gb

cc: R. H. Baldock

Forrest Cooper
District Maintenance Supt.
State Highway Dept.
Redmond, Oregon

7

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1945
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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 45(1)

August 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 45(1)
Access Road to the Madras-Redmond
Airbase Target Range.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

~~Sr. Highway Engineer~~

Encl.

Jon

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AUG 11 1945
OREGON
STATE HIGHWAY COMMISSION

2111

WA44 pr 20681

Form P. R. 2

State Oregon

Project No. DA-FR 15(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of October, 1944

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941;

Whereas the Highway Department of said State submitted on the ____ day of ____, 19__, a project statement, which was approved on the ____ day of ____, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ____ ~~o~~f said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of September, 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, nine hundred thirty-eight and 90/100 dollars ($15,938.90) as the share of the United States payable under said act on account of ~~Section~~ ____ ~~o~~f said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 at the Dalles - California Highway near the NW corner of Sec. 21, T. 13 S., R. 13 E., W. M., and survey station 74+81.9 on the east boundary of said Sec. 21, length 1.424 miles, in Jefferson County, being ~~Sectio~~n ~~of~~ Oregon Defense Access project No. DA-WR 45(1), consisting of 1.424 miles of roadway and no bridge~~spans~~ of more than 20 feet clear span, ~~feet in length~~.

16—11379 GPO

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CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of **fifteen thousand, nine hundred thirty-eight and 50/100** dollars ($**15,938.50**), certified to the Secretary of the Treasury as above mentioned, which [redacted] **is** [redacted] [redacted] the approved total estimated cost of [redacted] [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. [redacted] **Maintenance of the project**
(Include reference to statute authorising
for the duration of the emergency declared by the President May 27, 1941, and
funds and probable amount annually available)
six months thereafter, will be provided by Jefferson County pursuant to agreement with the Highway Department dated May 8, 1945

The Highway Department will use every means within its power to insure proper [redacted] maintenance of said project[redacted]

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUN 27 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________

Chairman, State Highway Commission
(Title of officer)

By A W Schupp

Member, State Highway Commission
(Title of officer)

By ______________________

Member, State Highway Commission
(Title of officer)

By ______________________

(Title of officer)

By ______________________

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 5—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR 45(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 15,958.50 as the total estimated cost of said project, and the sum of $ 15,958.50 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and JUN 27 1942

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
JUN 9 - 1945
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DA-WR 45(1)

June 8, 1945

Agt. 2655

Mr. W. H. Lynch, District Engineer
Public Roads Administration
Box 3900
Portland 8, Oregon

Dear Mr. Lynch:

I am handing you herewith an executed copy of an agreement between the State Highway Commission and Jefferson County covering the maintenance of the Madras-Redmond Target Range Access Road in Jefferson County.

I am sorry that this was not sent to you sooner, but it was overlooked in the rush of other business.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rmr
Encl.

CC: Mr. Oscar Cutler

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JUN 11 1945
FOR FILING

DA-WR 45-1

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

June 7, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 20, 1945, and subsequent conversations with Mr. Oscar Cutler relative to the signing, by the County Court of Jefferson County, of the maintenance agreement relative to Oregon Project Number DA-WR-45(1), the Madras-Redmond Target Range Access Road.

As execution of the project agreement is being held up, we would appreciate advice as to the progress being made toward the securing of the agreement for maintenance from the County Court, and would appreciate your early action in order that this matter may be cleared up.

Very truly yours,

W. H. LYNCH
Division Engineer

By: T M Davis
T. M. Davis
Senior Highway Engineer

NOTED

RECEIVED
JUN 8 1945
OREGON
STATE HIGHWAY COMMISSION

Signed Copy being mailed the P.R.A. this date 6-8-45

[illegible]

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FOR FILING

DA-NR 45-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1945

SUBJECT:

To:

Mr. C. B. McCullough
Asst. State Highway Engineer
Building

Dear Sir:

Attached hereto, for your disposal, is an executed copy of an Agreement between the State Highway Commission and Jefferson County, covering maintenance of the Madras-Redmond Target Range Access Road.

The Agreement bears the signature of the required number of Highway Commissioners. I have retained the original for the Commission's records and files and have forwarded an executed copy to the Jefferson County Court of Jefferson County.

Very truly yours

Secretary

HBG gl
Encl.

Additional corresp. filed:
Maint - Highways - County Roads

4 more Copies -

one for Piggott
one for Cutler
Three for Collier

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MAR 22 1945
FOR FILING

DA-WR 45-1

March 20, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of March 15 with regard to the signing by the County Court of Jefferson County of the maintenance agreement, for the duration, of Oregon Project DA-WR 45 (1), the Madras-Redmond Target Range Access Road.

Mr. Cutler called upon the Jefferson County Court early in January, and two members of the court stated they would sign an agreement for the maintenance of the road for the duration of the war and six months thereafter. We forwarded an agreement to the Jefferson County Court on February 14 and at the meeting of the county court on March 7 they returned the agreement to us unsigned.

Mr. Cutler and Mr. Chandler will contact the Jefferson County Court at its regular meeting on April 4, and if unable to get the court to sign an agreement will secure a letter from them stating that they will not maintain the road, in order that the final voucher for this project may be completed for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

OC:me

cc Mr. Oscar Cutler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

March 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 18 in reply to yours of January 10 relative to the signing by the County Court of Jefferson County of the maintenance agreement for the duration of Oregon project DA-WR 45(1), the Madras-Redmond Target Range Access Road.

We are still holding the final voucher for this project awaiting the receipt of the county agreement mentioned above. We should have your consent to the change in Article VI as covered in our letter of January 18 so that the agreement may be forwarded to our Washington Office for signature.

We would appreciate your early action in this matter.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
1945
STATE COMMISSION

Assistant State Engineer

MONTANA
~~OREGON~~
WASHINGTON

RECEIVED
JAN 15 1945
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

DA-WR 45 (1)

January 11, 1945

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of December 11, 1944, relative to securing an agreement from the Jefferson County Court for maintenance of Oregon DA-WR 45(1), the Madras-Redmond Target Range Access Road.

We would appreciate it if you will again impress on the County Court the necessity of either making such an agreement or definitely refusing in writing, so that the project agreement may be forwarded for execution.

As this project has been completed for over a year, it is requested that action be expedited.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 12 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Cutler

January 10, 1945

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: Mr. L. J. Caufield

Dear Sir:

Responding to your communication of December 11, regarding an agreement with Jefferson County guaranteeing maintenance of Oregon DA-WR 45(1), the Madras-Redmond Target Range Access Road, advise that Mr. Cutler contacted the County Court and the members stated that they would enter into an agreement to maintain the section for the duration of the war.

The Court expects irrigation water to be placed on land in this vicinity and it may develop that this road can be taken into the county system, under which conditions the Court would sign a permanent agreement for future maintenance of the road. The Court likewise stated that it would enter into an agreement to pay the State for the cost of maintaining this section for the duration inasmuch as it did not have any equipment to maintain an oiled road.

Please advise if you will accept this temporary agreement under the conditions I have set forth and, if so, will have one prepared for the County's signature.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. Oscar Cutler

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1945

SUBJECT:

To:
Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to the attached copy of letter received from the office of Mr. W. H. Lynch, under date of December 11, relative to Jefferson County guaranteeing maintenance of Oregon DA-WR 45 (1), the Madras-Redmond Target Range Access Road.

Mr. Lynch's letter requests that if the county refuses to take over the maintenance, their refusal be obtained in writing.

On January 3 I met with the Jefferson County Court at Madras and discussed the matter with them. The county court advised that they had no equipment to patch oiled roads, but were willing to enter into an agreement with the State Highway Department to pay the costs of maintenance during the war if the State Highway Department would do the work and bill them for it at the close of each year.

They stated they would not enter into an agreement for a period longer than the duration of the war, as when irrigation waters are placed on lands in this vicinity they might want to make changes in the road situation in the entire area. They stated, however, if the road would fit in with their plan at the end of the war they would sign an agreement to take over future maintenance.

I talked to Mr. Chandler, Division Engineer, who advises me that the maintenance should not cost more than $100.00 a year, that his crews could take care of it, also that state equipment uses the road more than anyone else in hauling materials from the quarry site to The Dalles-California Highway and that the road will be used by the state or contractors' equipment for hauling materials when The Dalles-California Highway is surfaced from Madras to Terrebonne.

I would suggest that a letter be addressed to Mr. Lynch stating the position of the county. I would also recommend that the state perform the maintenance, billing the county therefor under special agreement, with the understanding that final determination on the status of the road will be made at the end of the war.

Very truly yours,
Oscar Cutler
Oscar Cutler
Assistant Staff Engineer

OC:me
Encl.

M

December 11, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 16 advising you had been unable to secure an agreement from Jefferson County guaranteeing maintenance of Oregon DA-WR 45(1), the Madras-Redmond Target Range Access Road.

This was later discussed with Mr. Oscar Cutler who advised he would again contact the County Court. Subsequently we received the signed project agreement with Article VI stricken out.

We would appreciate knowing if the County Court has refused to take over the maintenance of this county road and if such should be the case, then their refusal in writing should be obtained.

The project agreement is being held in this office awaiting settlement of this maintenance question. If the County Court still refuses to sign the maintenance agreement and will so signify in writing, we will then forward the project agreement with the written evidence of refusal.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 12 1944
OREGON
STATE HIGHWAY COMMISSION

Oscar Cutler

original sent to Mr. Baldock

RECEIVED
FOR FILING

DA-WR 45-1.

October 16, 1944

RECEIVED

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

Reference is made to the copies of project agreement for the Madras-Redmond Target Range Access Road Project No. DA-WR 45 (1), which copies were recently received for signature of the Highway Commission.

Article 6 of these papers makes provision for maintenance of the project under authority of Chapter 529, Oregon laws of 1939.

We have been unable to secure an agreement from Jefferson County guaranteeing maintenance of the project and, for this reason, do not wish to execute the agreement containing the provisions set forth under Article 6.

Accordingly, this clause has been deleted from the copies of the project agreement received, and the revised copies will be returned to your office as soon as signatures of Members of the Highway Commission are secured.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

DA-WR 45-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 9, 1944

RECEIVED
OCT 10 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WR 45(1), Madras-Redmond Airbase Target Range Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jro

RECEIVED
[illegible] 1944
FOR FILING

DA-WR 45-1

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Madras-Redmond Airbase Target Range Access Road, Project No. DA-WR 45 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 45 (1)

MADRAS-REDMOND AIRBASE TARGET RANGE ACCESS ROAD PROJECT

IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1944

All Required		Preliminary Engineering		$ 500.00

CONSTRUCTION

10	cu. yds.	Structural Excavation	$ 3.50	$ 35.00
900	cu. yds.	General Excavation, Unclassified	2.00	1,800.00
68	sta.	Grader Work	40.00	2,720.00
80	lin. ft.	18" Concrete Pipe	4.00	320.00
3,600	cu. yds.	3" - 0" Material in Base	1.00	3,600.00
150	M-gals.	Sprinkling	3.00	450.00
1.42	miles	Preparation of Base	500.00	710.00
400	cu. yds.	Furnishing and Placing 3/4" - 0" Aggregates	6.00	2,400.00
40	tons	Furnishing and Placing 200-300 Asphalt	50.00	2,000.00
			Subtotal	$14,035.00
			10% Engr. & Cont.	1,403.50
			Total	$15,438.50

Length	1.424 miles
Cost per mile	$10,841.64

Federal Access Road Funds:

Preliminary Engineering	$ 500.00
Roadway	15,438.50
	$15,938.50

Funds for Maintenance: Chap. 509, laws 1939.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
FEB 1 1944
FOR FILING

DA-WR 45-1

January 31, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three copies of a resolution relative to encroachments and traffic for Project DA-WR-45 (1), improvement from the present Dalles-California Highway to the Madras-Redmond Air Base Target Range.

You will recall that I took up the matter of Crook County signing an agreement to maintain this road, but they refused to do so. I expect to again take this matter up with the county court, probably at the Commission meeting on February 17, and may be able to prevail upon them to sign the maintenance agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

cc Mr. J. W. Nash ✓

RECEIVED
DEC 11 1943

HA-NP 45-1

December 10, 1943

General Casualty Co. of America
Dooly & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2655 for work on the Madras-Redmond Air Base Target Range Access Road, in Jefferson County, has been completed by the contractor, Babler Bros., and that final payment in the amount of $1,128.28 will be made on or after December 20, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,957.65 and that no force account work was performed therein. This contract was completed on November 6, 1943, but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

DA-WR 45-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 45(1), Madras-Redmond Air Base Target Range Access Road, was made by a representative of this office on November 20, 1943. Prompt submission of the final voucher will be appreciated.

We call to your attention that this project is still in P.S.& E. status. Copies of the agreement estimate have not yet been submitted nor have copies of the contract (#2655) under which construction was carried out. Your early attention to this matter will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

1

Form E-1—5M—6-43

DA-WR 45-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 20, 1943, 19

Section Madras-Redmond Air Base Target Range

Kind of work Grading, Surfacing & Oiling

Highway Access Road from MP 112.42 The Dalles Cal

Section prefix 216-1011 DA WR 45 (1)

Contract number 2655

Contractor Babler Bros.

Date of completion November 30, 1943, 19

Date of contract October 12, 1943, 19

~~Estimated~~ date of completion November 6, 1943, 19

Date work started October 14, 1943, 19

Per cent of time elapsed %

Amount of contract . . . . $ 14,035.00

Estimated cost of completed project, exclusive of engineering . . . . $ 13,005.20

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 620.00, 4.4 %

Date project was completed November 6, 1943., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report

The project was staked for grading on the 12 and 13 of October and the contractor started grading on the 14th. One 99 Austin grader started on the grader work on that day and averaged 11500 lineal feet of completed grade per day from Station 20+00 to the end of job (74+81.9) The other grader section (0+10 to 11+00) was roughed in with a cat and 14 yd LeTourneau) due to considerable rock and then finished with grader. A small amount of shooting was necessary to excavate to grade near Station 5+00. This section was completed in three days. Grading of the "hill section" started on the 18th the contractor using an RD 8 cat and LeTourneau. Some solid rock was encountered and this was drilled and shot. This section was completed Wednesday evening Oct.27. Hauling and placing of base gravel started Oct.21 and was completed October 28. Preparation of base was completed Nov.1st and oiling and covering completed Nov. 2nd. Maintenance and cleaning up continued and was completed On Saturday Nov.6.

Base gravel used on project came from a deposit on government land (acquired by the contractor) about 300 ft north and 0.4 mile east of Station 56+50. The 3/4"-10") aggregate was hauled from Cline Falls, crushed at Redmond and then hauled by trucks to the job.

IVED
NOV 22 1943

Signed A. A. Tosue

Address 1290 Wall St. Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.42	1.42		1.42	
Miles partially completed					
Miles completed	1.42	1.42		1.42	
Total estimated quantities	900 cy	3600 cy		40 Tons 200-300 400 cy aggr.	
Estimated quantities moved or placed to date	813.2	3648	Semi-final	27.75 Tons oil 436 cy agg.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT 28 1943
FOR FILING

D2-WP. 45-1

October 25, 1943

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2655, which was awarded to you on October 12, 1943, by the State Highway Commission, covering grading, surfacing and oiling of the Madras-Redmond Air Base Target Range Access Road Project, in Jefferson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

Secretary

EB

RECEIVED
OCT 15 1943
FOR FILING

DH-WR 45-1

October 14, 1943

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2655, which was awarded to you by the State Highway Commission on October 12, 1943, covering 1.42 miles grading, surfacing and oiling on the Madras-Redmond Air Base Target Range Access Road Project, in Jefferson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By
Secretary
EB OREGON STATE HIGHWAY COMMISSION

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

LA-WR 45-1

October 13, 1943

Babler Brothers
4627 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on October 12, 1943, awarded you the contract for 1.42 miles grading, surfacing and oiling of the Madras-Redmond Air Base Target Range Access Road Project, in Jefferson County. This award was based on your bid of $14,035.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By
Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc - S. H. Probert
G. S. Paxson

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-WR 45(1), Madras-Redmond Air Base Target Range Access Road, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
[illegible] 14 1943
STATE [illegible] COMMISSION

RECEIVED
OCT 11 1943
FOR FILING

Const
Projects
Access Roads

DH-WR 45-1

[illegible] Highway Commission

October 9, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

The County Court of Jefferson County refused to assume the obligation of maintaining the Madras-Redmond Air Base Target Range Access Road in Jefferson County.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1943

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith a letter from the County Judge of Jefferson County with regard to the matter of maintaining the Madras-Redmond Air Base Target Range Access Road in Jefferson County.

This access road is being constructed over two county roads in Jefferson County as a connection between The Dalles-California Highway and a road to the air base target range located north of the Crooked River in Jefferson County.

The county court indicates in this letter that they do not have the equipment to maintain this road, and would not sign the agreement.

This project is coming up for bids at the Commission meeting on October 12, and the matter of maintaining the road should be discussed with Mr. Lynch of the Public Roads Administration office.

Very truly yours,

Oscar Cutler

Oscar Cutler
Assistant Staff Engineer

OC:me

Encl.

OREGON STATE

[illegible] HULSE,
District Attorney

County Court Meets the First
Wednesday in Each Month.

JEFFERSON COUNTY

MADRAS, OREGON

H. A. DUSSAULT, Sheriff
ROBERT C. PERCIVAL, County Clerk
ELIZABETH GREEN, Treasurer
WILLIAM BROWNHILL, Assessor
LILLIAN WATTS, Supt. of Schools
W. H. SNOOK, Health Officer

October 7,1943.

Mr.Oscar Cutler
Asst.Staff Engineer
State Highway Commission
Salem.Oregon.

Dear Mr.Cutler:

This is in answer to your letter of October I,in regard to an agreement which you sent where-in the County of Jefferson would agree to maintain a portion of access road to be used by the U S Army.

I took this matter up with the Commissioners yesterday and they feel that the County is in no position to maintain any surfaced roads at the present time. Therefore the Court did not sign the agreemant .

We are returning the ~~six~~ 5 copies of the resolution in regard to encroachment and trafic,signed.

Yours very truly,

T.A.Power,County Judge.

T A Power

DA-WR 45-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 1943
FOR FILING

September 29, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-WR 45(1), Access Road to the Madras Air Base Target Range, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
OCT - 4 1943
OREGON
STATE HIGHWAY COMMISSION

DA-WR 45-1

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 45 (1)

MADRAS-REDMOND AIRBASE TARGET RANGE ACCESS ROAD PROJECT

IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1943

All Required		Preliminary Engineering		$ 500.00
		CONSTRUCTION		
10	cu. yds.	Structural Excavation	$ 3.00	$ 30.00
900	cu. yds.	General Excavation, Unclassified	1.00	900.00
68	sta.	Grader Work	40.00	2,720.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
3,600	cu. yds.	3" - 0" Material in Base	2.00	7,200.00
150	M-gals.	Sprinkling	2.00	300.00
1.42	miles	Preparation of Base	200.00	284.00
400	cu. yds.	Furnishing and Placing 3/4" - 0" Aggregates	5.00	2,000.00
40	tons	Furnishing and Placing 200-300 Asphalt	40.00	1,600.00
			Subtotal	$15,234.00
			10% Engr. & Cont.	1,523.40
			Total	$16,757.40

Length	1.424 miles
Cost per mile	$ 11,767.80

Federal Access Road Funds:

Preliminary Engineering	$ 500.00
Roadway	16,757.40
	$17,257.40

PR 46

Roadway (Madras-Redmond Target Range)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Oct. 18, 1943   State Oregon

Completion Date (Est.) Nov. 30, 1943   Project No. DA-WR 45 (1)

Estimated Total Cost Roadway $ 16,737.40   Length: Miles 1.424

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	6	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	9,600	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

MADRAS-REDMOND TARGET RANGE ACCESS ROAD

PROJECT NO. DA-WR 45 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 28, 1943

30-4206 Cold Springs Rock Production 1943
Col. River, Hermiston, Pend.-C.Sprgs.
#2656 Hwys.

ECEIVED
1944
FOR FILING

30-V206

September 2, 1944

Union Oil Company of California
P. O. Box 3458
Portland, Oregon

Gentlemen:

The Cold Springs Rock Production Project, contract No. 2656, about which you wrote us on September 1, was completed on August 9 but has not yet been formally accepted by the Commission. However, it will be presented to the Commission at its meeting on September 11 and will probably be accepted at that time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:vbh

Union Oil Company of California

YEON BUILDING
PORTLAND 8, OREGON

September 1, 1944

RECEIVED
SEP 2 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
319 State Office Building
Salem, Oregon

STATE HIGHWAY CONT. #2656
Cold Springs Rock Production Job

This job, we understand, was completed on August 9. If it has been accepted, will you please give us the date of acceptance?

You will find a self-addressed envelope enclosed. Thank you.

W. S. NEWTON
District Credit Supervisor

dvh:eac

By: D. G. von der Hellen

Answered previously and

FORM 401 P 11-43 5M
PRINTED IN U.S.A.

RECEIVED
1944
FOR FILING

30-4206

August 31, 1944

Harvey Wells Reed Insurance Co.,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2656 for work on the Cold Springs Rock Production Project of the Columbia River, Hermiston and Pendleton-Cold Springs Highway, in Umatilla County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $946.24 will be made on or after September 11, 1944.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $32,096.23, and that no force account work was performed therein. This contract was completed on August 9, 1944 but has not as yet been accepted by the Commission.

This notice is served upon you, since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By: Secretary

HBG/jee

RECEIVED
1944

20-4-206

August 22, 1944

Great American Indemnity Company
Harvey Wells Reed Insurance Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 2656, covering the Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways, in Umatilla County. This payment, in the amount of $2,584.99, will be made on or after September 1, 1944. The retained percentage is $963.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted on card
V.H.

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #32 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1944

Section Cold Springs

Highway Columbia River, Cold Springs, etc

Contractor Oscar E. Joelson

Date of contract October 13, 1943

Date work started January 3, 1944

Amount of contract $ 33,120.00

Kind of work Rock Production

Section prefix 30-4206

Contract number 2656

Date of completion August 31, 1944

Estimated date of completion ~~August 31~~- 9, 1944

Per cent of time elapsed 93.2 %

Estimated cost of completed project, exclusive of engineering $31,844.99

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1584.26, 79.7 %

Date project was completed August 9, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract was completed August 9 except for moving away plant and cleaning up where plant was located, the contractor has the plant mostly moved.

We completed measuring the stock piles, finished the semi-final and sent to La Grande, August 11, 1944.

RECEIVED
AUG 14 1944

NOTED
E. M. B

Signed R. L. Hodge

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,200		
Estimated quantities moved or placed to date			11,765		
Average daily quantities			114		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift			0		
verage force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
en							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
NOV 10 1943
FOR FILING

30-4566

November 9, 1943

Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2656 which was awarded to you on October 12, 1943 by the State Highway Commission, covering the Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AO

Secretary

NOTED
RUTH SMITH

RECEIVED
OCT 15 1943
FOR FILING

32-6206

October 14, 1943

Mr. Oscar E. Joelson
[illegible] Washington St.
[illegible], Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2656, which was awarded to you by the State Highway Commission on October 12, 1943, covering the Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

By

Secretary

OREGON STATE HIGHWAY COMMISSION

EB

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

30-4206

October 13, 1943

Mr. Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

The State Highway Commission on October 12, 1943, awarded you the contract for the Cold Springs Rock Production Project on the Columbia River, Hermiston and Pendleton-Cold Springs Highways, in Umatilla County. This award was based on your low bid of $33,120.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By

Secretary

OREGON STATE HIGHWAY COMMISSION

EB

cc - S. H. Probert
G. S. Paxson

33-4206 Wapinitia Rock Production
Wapinitia Highway 1943

#2657

RECEIVED
MAR 1944

33 - 4206

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 29, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2828	2657	4-final	E. C. Hall Co.	2,074.11	254340	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. G. We have acceptance advice on this.
asw

ACCOUNTING DIVISION

By
Bookkeeping Dept.

Ok to release warrants

Approved
Secretary

noted 3/29/44
D.D.

RECEIVED
MAR 2 1944
FOR FILING

35-V326

March 2, 1944

Maryland Casualty Co.
Hansen & Rowland, Inc.
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2657 for work on the Wapinitia Rock Production Project on the Wapinitia Highway, in Wasco County, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $2,074.11 will be made on or after March 13, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $34,913.87 of which amount $657.80 represents the amount of force account items. This contract was completed on December 29, 1943 and accepted by the Commission on January 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
FEB 18 1944
FOR FILING

33-4206

February 18, 1944

Maryland Casualty Co.
Hansen & Rowland, Inc.
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co., on contract No. 2657, covering the Wapinitia Rock Production Project on the Wapinitia Highway in Wasco County. This payment, in the amount of $3,675.36, will be made on or after February 28, 1944. The retained percentage is $ 1,015.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RUTH SMITH

-6-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 11, 1944

Wapinitia

Wapinitia

E. C. Hall Co

contract October 12, 1943

Date work started October 19, 1943

Amount of contract $ 29,850.00

Kind of work Rock Production

Section prefix 33-4206

Contract number 2657

Date of completion May 31 1944

Estimated date of completion December 29, 1943

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 34,904.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1582.22, %

Date project was completed December 29, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work finished on this project and Semi-Final Estimate and all data shipped to Division Office on Tuesday, February 8th, 1944.

This is the final report on this project, unless the estimate is returned for correction.

RECEIVED
FEB 14 1944
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M.

Signed J E Peeke

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants .... Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 10 1943
FOR FILING

2--4306

November 9, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2657 which was awarded to you on October 12, 1943 by the State Highway Commission, covering the Wapinitia Rock Production Project on the Wapinitia Highway in Wasco County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
OCT 15 1943
FOR FILING

33-4206

October 14, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2657, which was awarded to you by the State Highway Commission on October 12, 1943, covering the Wapinitia Rock Production Project on the Wapinitia Highway, in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospitals associations, et cetera.

Very truly yours,

By
Secretary

EB

OREGON STATE HIGHWAY COMMISSION

NOTED
RUTH SMITH

RECEIVED
OCT 14 1943
FOR FILING

33-4606

October 13, 1943

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

[redacted]

The State Highway Commission on October 12, 1943, awarded you the contract for the Wapinitia Rock Production Project on the Wapinitia Highway, in Wasco County. This award was based on your low bid of $29,850.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

By
Secretary

OREGON STATE HIGHWAY COMMISSION

EB

cc - S. H. Probst
G. S. Paxson

DA-WI 53(1) Umatilla Oil Depot Access 1943
Rd. in Umatilla Co.
#2658

RECEIVED
MAR 27 1945
FOR FILING
Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WI 53-1

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WI 53(1)
Access Road to Umatilla Oil Storage Depot

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 26 1945
OREGON
STATE HIGHWAY COMMISSION

Ion

HQ4 pr.-20344

Form P. R. 2

State Oregon

Project No. DA-WI 53(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of September 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-eight thousand, seven hundred twenty-three and 00/100 dollars ($28,723.00) as the share of the United States payable under said act on account of [redacted] said project, which d[redacted] not [redacted] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+10 at the Columbia River Highway, in the NW 1/4, Sec. 16, T. 5 N., R. 28 E., W.M., and Survey Station 65+28.2 in Sec. 9, T. 5 N., R. 28 E., W.M.

, length 1.234 miles, in Umatilla County, ~~[illegible]~~ being ~~[illegible]~~ Oregon Defense Access project No. DA-WI 53(1), consisting of 1.234 miles of roadway and no bridges, each of more than 20 feet clear span,

~~[illegible]~~

10—11379 GPO

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[illegible] 2 1945
DISTRICT 1

M

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

16—11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted]n ________ of said project shall not in any event exceed the sum of twenty-eight thousand, seven hundred twenty-three and 00/100 dollars ($28,723.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] in the ________ [redacted] approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to ________

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws of 1939

funds and probable amount annually available)

RECEIVED
194
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 12

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schoupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WI 53(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $28,723.00 as the total estimated cost of said project, and the sum of $28,723.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and ______

MAR - 9 1945

Federal Works Administrator,

By Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

M

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

February 5, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WI 53(1), Umatilla Oil Depot Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 6 - 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
JAN 20 1945
FOR FILING

DA-WI 53-1

January 17, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Umatilla Oil Depot Access Road, Project No. DA-WI 53 (1).

The final construction cost for this project exceeded the approved government funds by approximately $415.00. Accordingly, the project agreement estimate has been based on approximate final construction quantities and the government funds requested therein is $28,723.00, to provide for this increase in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WI 53 (1)

UMATILLA OIL DEPOT ACCESS ROAD PROJECT

IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on approximate final quantities.)

Salem, Oregon, October 23, 1944

All Required	Preliminary Engineering		$ 285.00
All Required	Lands, Rights of Way, Easements, Etc.		450.00

CONSTRUCTION

20' Roadway (Sta. 0+10 to 57+88)(Sta. 58+42 to 64+28.2)

All Required		Clearing and Grubbing (9%)		$ 147.00
30	cu. yds.	Structural Excavation, Unclassified	$ 2.50	75.00
14,380	cu. yds.	Embankment in Place	.80	11,504.00
1.20	miles	Finishing Roadbed and Slopes	300.00	360.00
100	lin. ft.	18" Concrete Pipe	3.30	330.00
40	lin. ft.	18" Extra Strength Concrete Pipe	3.50	140.00
2,500	cu. yds.	4" - 0" Material in Subbase	1.00	2,500.00
1,320	cu. yds.	3/4" - 0" Material in Base	3.35	4,422.00
120	M-gals.	Sprinkling	3.00	360.00
1.20	miles	Preparation of Base	200.00	240.00
150	cu. yds.	3/4" - 0" Material in Binder Course	3.10	465.00
560	cu. yds.	Furnishing and Placing Aggregates	3.70	2,072.00
19.5	tons	Furnishing and Placing Emuls. Asphalt in Binder Course	55.00	1,072.50
30.0	tons	Furnishing and Placing 151-200 Asphalt	55.00	1,650.00
15.6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	55.00	858.00
			Subtotal	$ 26,195.50
			Engr. & Cont.	1,427.50
			Total	$ 27,623.00

Length 1.204 miles
Cost per mile $ 22,942.69

12' Roadway (Sta. [illegible])

All Required		Clearing and Grubbing (02%)		$ 3.00
110	cu. yds.	Embankment in Place	$ .80	88.00
.03	mile	Finishing Roadbed and Slopes	300.00	9.00
30	cu. yds.	3/4" - 0" Material in Base	3.35	100.50
1	M-gals.	Sprinkling	3.00	3.00
.03	mile	Preparation of Base	200.00	6.00
3	cu. yds.	3/4" - 0" Material in Binder Course	3.10	9.30
12	cu. yds.	Furnishing and Placing Aggregates	3.70	44.40
0.5	ton	Furnishing and Placing Emuls. Asphalt in Binder Course	55.00	27.50
0.6	ton	Furnishing and Placing 151-200 Asphalt	55.00	33.00
0.4	ton	Furnishing and Placing RC-3 or Emulsified Asphalt	55.00	22.00
			Subtotal	$ 345.70
			Engr. & Cont.	19.30
			Total	$ 365.00

Length .030 mile

Cost per mile $ 12,166.66

Federal Access Road Funds

Preliminary Engineering	$ 295.00
Lands, Rights of Way, Easements, Etc.	450.00
20' Roadway	27,623.00
12' Roadway	365.00
	$28,733.00

Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Access Road
Project No. DA-WI 53 (1)

UMATILLA OIL DEPOT ACCESS ROAD PROJECT

IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on approximate final quantities.)

Salem, Oregon, October 23, 1944

All Required	Preliminary Engineering		$ 285.00
All Required	Lands, Rights of Way, Easements, Etc.		450.00

CONSTRUCTION

20' Roadway (Sta. 0+10 to 57+88)(Sta. 59+48 to 65+86.2)

All Required		Clearing and Grubbing (9%)		$ 147.00
30	cu. yds.	Structural Excavation, Unclassified	$ 2.50	75.00
14,380	cu. yds.	Embankment in Place	.80	11,504.00
1.20	miles	Finishing Roadbed and Slopes	300.00	360.00
100	lin. ft.	18" Concrete Pipe	3.30	330.00
40	lin. ft.	18" Extra Strength Concrete Pipe	3.50	140.00
2,900	cu. yds.	4" - 0" Material in Subbase	1.00	2,900.00
1,320	cu. yds.	3/4" - 0" Material in Base	3.35	4,422.00
120	M-gals.	Sprinkling	3.00	360.00
1.20	miles	Preparation of Base	200.00	240.00
150	cu. yds.	3/4" - 0" Material in Binder Course	3.10	465.00
560	cu. yds.	Furnishing and Placing Aggregates	3.70	2,072.00
19.5	tons	Furnishing and Placing Emuls. Asphalt in Binder Course	55.00	1,072.50
30.0	tons	Furnishing and Placing 151-200 Asphalt	55.00	1,650.00
15.6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	55.00	858.00
			Subtotal	$ 26,195.50
			Engr. & Cont.	1,487.50
			Total	$ 27,683.00

Length 1.204 miles
Cost per mile $ 22,942.69

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

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OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 17, 1945

DA-WI 53 (1)

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

File

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Umatilla Oil Depot Access Road, Project No. DA-WI 53 (1).

The final construction cost for this project exceeded the approved government funds by approximately $416.00. Accordingly, the project agreement estimate has been based on approximate final construction quantities and the government funds requested therein is $28,723.00, to provide for this increase in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

MONTANA
OREGON
WASHINGTON

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JAN 20 1945
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

DA-WI 53(1)

January 8, 19~~44~~5

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 1, 1944, requesting submission of the project agreement estimate and contract covering Oregon DA-WI 53(1), Umatilla Oil Storage Depot Access Road.

As this project was completed on May 15, 1944, it is again requested that the above mentioned documents be submitted at your early convenience in order that the project agreement may be prepared. It is also suggested that the final voucher be submitted at an early date.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

PD Sent
Im

RECEIVED
JAN 9 - 1945
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

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NOV 26 1944
FOR FILING

DA-WI 53(1)

August 1, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WI 53(1), Umatilla Oil Storage Depot Access Road, was made by a representative ofthis office on July 17, 1944.

The agreement estimate and copies of the contract under which construction was carried on have not yet been received. Prompt submission of these and then of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
AUG 2 1944
OREGON
STATE HIGHWAY COMMISSION

L

DA - W1 53(1)

July 18, 1944

Hartford Accident & Indemnity Company
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2658 for work on the Umatilla Oil Depot Access Road in Umatilla County has been completed by the contractor, Western Rock Company, and that final payment in the amount of $813.05 will be made on or after July 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $26,587.97 and that no force account work was performed therein. This contract was completed on May 15, 1944 and accepted by the Commission on June 13, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUN 29 1944
FOR FILING

DA-1153-1

June 28, 1944

Hartford Accident and Indemnity Company
Mr. Merrill D. Ohling
275 State St.
Salem, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Western Rock Company, on contract No. 2658, covering grading, surfacing and oiling of the Access Road, of the Umatilla Oil Depot Section, Umatilla County. This payment, in the amount of $1,047.71, will be made on or after July 8, 1944. The retained percentage is $797.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

[illegible]:vs

Form E-1--5M--6-43

DA-W1 53-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #20 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22, 1944, 19

Section Umatilla Oil Depot

Highway Access

Contractor Western Rock Company

Date of contract October 19, 1943

Date work started November 18, 1943

Amount of contract . . . . $ 24,824.50

Kind of work Grading, Surfacing, Oiling

Section prefix 230-1021

Contract number 2658

Date of completion June 30, 1944

Estimated date of completion May 15, 1944

Per cent of time elapsed 82.0 %

Estimated cost of completed project, exclusive of engineering . . . . $ 27,0[illegible]2,08

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1465.23, 99.0 %

Date project was completed May 15, 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final completed and sent to La Grande to-day.

RECEIVED
JUN 23 1944

Signed A. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.23	1.23		1.23	
Miles partially completed	1.23	1.23		1.23	
Miles completed	1.23	1.23		1.23	
Total estimated quantities	14476.	1350		900	
Estimated quantities moved or placed to date	14476	1344		873	
Average daily quantities	482				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
APR [illegible] 1944
FOR FILING

DA-WI 53

April 27, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 21 relative to possible leveling work at the borrow pit on Oregon DA-WI 53, Umatilla Oil Storage Access Road.

We are in receipt of a letter from Ralph A. Tudor, Colonel, Corps of Engineers, a copy of which is attached, advising that no additional leveling of the borrow pit is considered justified at this time.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

NOTED
H. G. SMITH

RECEIVED
APR 28 1944
OREGON
STATE HIGHWAY COMMISSION

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE

PADPG

April 25, 1944

NOTED
H.G. SMITH

Mr. W. M. Lynch, District Engineer,
Public Roads Administration,
Federal Works Agency,
Post Office Building,
Portland 8, Oregon.

Dear Sir:

Reference is made to a letter from your office dated April 3, 1944, concerning an access road serving the Umatilla Oil Storage Depot, Oregon, Project DA-WI 53.

This office was fully advised regarding conditions existing during the original inspection of the project and recommended construction be authorized under plans mutually agreed upon. No additional leveling of the borrow pit site is considered justified at this time. It is apparent that some misunderstanding has developed regarding this particular project, which was certainly not the intention of this department.

The access road projects in which this department participated have been handled in an expeditious and satisfactory manner due largely to the full cooperation given by your office and the Oregon State Highway Commission. Mr. J. R. Sargent of your office and Mr. E. M. Booth of the Oregon State Highway Commission largely represented their respective departments in the investigations and both departments are fortunate in having available the services of such competent engineers.

Yours very truly,

Ralph A. Tudor,
Colonel, Corps of Engineers,
District Engineer.

FOR VICTORY
BUY
UNITED
STATES
WAR
BONDS
AND
STAMPS

RECEIVED
MAR 22 1944
FOR FILING

17-M [illegible]-1

March 21, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Our attention has been indirectly called to some danger which might arise from the construction of our borrow pit on the Umatilla Oil Depot Access Road Project. One of the Army Engineers in charge of the rivers and harbors, we are advised, has expressed fear that eddies would be set up in this borrow pit and eventually undermine the high towers of the Pacific Light & Power Company which cross the river near this site.

You will remember that the Umatilla Oil Depot Access Road Project was originally sponsored by the Army Engineers and that they detailed one of their men to accompany Mr. Sergent and Mr. Booth during the original inspection of the project when all the details, including the location of the borrow pits, were discussed on the ground.

Since the project was negotiated by the Army Engineers, it did not occur to us that it was necessary to go through the formality of applying for a permit to do work within the high-water channel of the river, but I presume that would have been the technically correct procedure and that this criticism is merely occasioned because one department has been overlooked in the negotiations.

The contractor has no grading equipment on the ground, but I presume a bulldozer could be rented to break down the sides of the pit to uniform slope if their hydraulic engineers think that would be of any benefit.

I would suggest that you discuss this matter with the Army Engineers to see if there is any real danger from the borrow pit, and if so, I would suggest that we arrange to rent a bulldozer and break down the sides of the pit to give a uniform slope. Please understand that the Department accepts no liability whatsoever and is merely acting as the agent of the Federal Government. We are, therefore, calling this to your attention and await your instructions.

RECEIVED
FEB 16 1944
FOR FILING

DA-WI 53-1

LAW OFFICES
NORMAL KUYKENDALL
1035 PACIFIC BUILDING
PORTLAND, OREGON

February 8, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I have for acknowledgement your letter of February 7, 1944, in regard to the culvert area for the Brownell Ditch in the matter of the Umatilla Oil Depot Access Road.

Please accept thanks for your prompt and courteous attention therein.

Yours truly,

Normal Kuykendall

Normal Kuykendall

NK:et

RECEIVED
FEB 9 1944
STATE HIGHWAY COMMISSION

March 21, 1944

I am attaching a print* of the layout showing the approximate location of the borrow pit.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. Paul Van Scoy
Mr. W. J. Hodge

*(Sheet No. 4 Umatilla Oil Depot Access Road Project -- 3V-10-1)

RECEIVED
FEB 9 1944
FOR FILING

FA-WL 53-1

February 7, 1944

Mr. Normal Kuykendall
1035 Pacific Building
Portland 4, Oregon

Dear Sir:

In regard to your letter concerning the necessity for additional culvert area for the Brownell Ditch where it crosses under the Umatilla Oil Depot Access Road, I wish to advise that the County Court has installed an additional 18-inch pipe since it received your letter.

The State Highway Department is not directly interested in this road but is merely acting as agent for the Federal Government in contracting the work, and the County, of course, will carry on the maintenance as in the past.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

LAW OFFICES
NORMAL KUYKENDALL
1035 PACIFIC BUILDING
PORTLAND, OREGON

4

January 25, 1944

State Highway Commission
Salem, Oregon

Gentlemen:

I understand that the State Highway Commission is constructing a road from Wallula cut-off, near Umatilla, to a tank farm on the Columbia River, which will cross the irrigation on the Brownell Ditch Company property. As the attorney for said ditch company, I wrote to the County Court of Umatilla County, concerning this matter, a copy of which is herewith enclosed.

From our experience with a small pipe for carrying irrigation water, I am quite certain that anything less than a 30 inch pipe will not prove satisfactory, either to the Highway Department or to us. As a matter of fact, a smaller pipe was used under the railroad, and it became necessary for the railroad company to replace the same with a larger pipe. I believe that a smaller pipe will endanger both the highway and the railroad.

Yours truly,

Normal Kuykendall

Normal Kuykendall

NK:et
Encl.

RECEIVED
JAN 26 1944
OREGON
STATE HIGHWAY COMMISSION

November 8, 1943

COPY:

County Court
Umatilla County
Pendleton, Oregon

Attention: Judge Carl W. Chambers

Gentlemen:

I am informed by Mr. L. Brownell that the Highway Department of your County has let or is letting a contract for the construction of a road running from Wallula Cutoff to the new tank farm on the Columbia River, which highway will cross the irrigation ditch of the Brownell Ditch Company

According to his information, it is the intention of the Highway Department to put in an eighteen inch pipe for the accommodation of the ditch. Inasmuch as that part of the ditch takes care of all irrigation on the bottom lands running east for nearly a mile and for the further reason that an eighteen inch pipe is easily stopped up by weeds and debris and is correspondingly harder to keep clean, I am entering a protest on behalf of the Ditch Company against the use of so small a pipe. We do not believe an eighteen inch pipe is adequate to care for present and future needs of the company, but on the other hand feel that a pipe should be at least a thirty inch pipe, or that provision be made for the installation at the expense of the county of a larger pipe as other lands may be added to the irrigation service from time to time.

We have had experience with the pipe line under the railroad which, because of the smallness thereof, has caused a lot of trouble and expense.

Yours truly,

Normal Kuykendall

NK:et

RECEIVED
JAN 3 1944
FOR FILING

2A-W1 53-1

December 27, 1943

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Insurance
275 State Street
Salem, Oregon

Gentlemen:

We are mailing you today a fully executed copy of contract No. 2658 which was awarded to Western Rock Co. by the State Highway Commission on October 19, 1943, covering the Umatilla Oil Depot Access Road Project in Umatilla County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AQ

NOTED
RUTH SMITH

RECEIVED
JAN 3 1944
FOR FILING

DA-W1 53-1

December 24, 1943

Western Rock Co.
P.O. Box 448
Salem, Oregon

Gentlemen:

We are handing you, herewith, a fully executed copy of contract No. 2658 which was awarded to you on October 19, 1943, by the State Highway Commission, covering the Umatilla Oil Depot Access Road Project in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

AO

NOTED
RUTH SMITH

FORM E-189X 6M 4-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECE[illegible]D
OCT 2 8 1943
FOR FILING

DA-WI 53-1

October 21, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are three copies of maintenance agreement executed by the County Court of Umatilla County and the State Highway Commission, whereby the county agrees to maintain the Umatilla Oil Depot Tank Area Access Road in Umatilla County.

Also enclosed are three copies of a resolution relative to encroachments and traffic for this road, signed by the Umatilla County Court.

This is FAS Project No. DA-WI-53 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

me

Encl.

cc Mr. J. W. Nash

RECEIVED
OCT 20 1943
FOR FILING

1-A-W1 5-1

October 19, 1943

Western Rock Company
P. O Box 448
Salem, Oregon

Gentlemen:

We are handing you herewith, four copies of contract No. 2658, which was awarded to you by the State Highway Commission on October 19, 1943, covering grading, surfacing and oiling on the Umatilla Oil Depot Access Road Project, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - Western Rock Co.
Pendleton, Oregon

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OCT 19 1943
FOR FILING

AA-ML 53-1

AGENDA
NOV 8 1943

3g

October 19, 1943

Western Rock Company
P. O. Box 448
Salem, Oregon

Gentlemen:

Confirming telephonic information given to Mr. R. W. Malbon, the State Highway Commission has awarded you today the contract for grading, surfacing and oiling on the Umatilla Oil Depot Access Road Project, in Umatilla County. This award was based on your low bid of $24,824.50 submitted on October 12, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - Western Rock Company
Pendleton, Oregon

cc - S. H. Probert

G. S. Paxson

Get confirmed

M

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OCT 20 1943
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WI 53-1

October 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WI 53(1), Umatilla Oil Storage Depot Access Road, for which bids were received October 12, 1943.

We are today advised that the necessary additional access funds have been reserved and that the War Production Board approval was given as of October 8.

We are therefore prepared to concur in award to the low bidder upon your request.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Copy [illegible]

RECEIVED
18 1943
STATE [illegible] COMMISSION

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

DA-W1 53-1

(45)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR136 20/19 GOVT LG=PORTLAND ORG 18 252P 1943 OCT 18 PM 3 44

R H BALDOCK=

STATE HIGHWAY ENGINEER S

RECEIVED
OCT 19 1943
FOR FILING

REURTEL WE HEREBY CONCUR IN AWARD CONTRACT AS OF THIS DATE FOR DA-WI-53(1) TO WESTERN ROCK COMPANY LOW BIDDER=

LYNCH.

.DA-WI-53(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

ge to the account of ______ 1217

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
OCTOBER 18, 1943

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY TO WESTERN ROCK COMPANY

FOR GRADING AND SURFACING UMATILLA OIL DEPOT PROJECT

ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED

R. H. BALDOCK

October 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WI 53(1), Umatilla Oil Storage Depot Access Road, for which bids were received October 12, 1943.

We are today advised that the necessary additional access funds have been reserved and that the War Production Board approval was given as of October 8.

We are therefore prepared to concur in award to the low bidder upon your request.

Very truly yours,

W. H. LYNCH
District Engineer

Original sent to Mr. Baldock.

RECEIVED
[illegible] 20 1945
FOR FILING

DA-WI 53-1

September 20, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR-46 for the Umatilla Oil Depot Access Road, Project No. DA-WI 53 (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UMATILLA OIL DEPOT ACCESS ROAD

PROJECT NO. DA-WI 53 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 20, 1943

regon State Highway Department

Federal Access Road
Project No. DA-WI 53 (1)

UMATILLA OIL DEPOT ACCESS ROAD PROJECT

IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1943

All Required	Preliminary Engineering		$ 500.00
All Required	Lands, Rights of Way, Easements, Etc.		900.00

CONSTRUCTION

20' Roadway (Sta. 0+10 to 57+88) (Sta. 59+40 to 65+28.2)

All Required		Clearing and Grubbing (9%)		$ 490.00
40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	120.00
12,350	cu. yds.	Embankment in Place	.60	7,410.00
1.20	miles	Finishing Roadbed and Slopes	200.00	240.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
40	lin. ft.	18" Extra Strength Concrete Pipe	3.00	120.00
2,600	cu. yds.	4" - 0" Material in Subbase	1.00	2,600.00
1,320	cu. yds.	3/4" - 0" Material in Base	3.00	3,960.00
198	M-gals.	Sprinkling	2.00	396.00
1.20	miles	Preparation of Base	200.00	240.00
156	cu. yds.	3/4" - 0" Material in Binder Course	4.00	624.00
488	cu. yds.	Furnishing and Placing Aggregates	4.00	1,952.00
19.5	tons	Furnishing and Placing Emulsified Asphalt in Binder Course	30.00	585.00
27.4	tons	Furnishing and Placing 151-200 Asphalt	30.00	822.00
15.6	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	468.00
			Subtotal	$ 20,202.00
			10% Engr. & Cont.	2,020.20
			Total	$ 22,222.20

Length 1.204 miles
Cost per mile $ 18,456.97

(Sta. 97+88 to 99+48)

Required				
		Clearing and Grubbing (02%)		$ 10.00
150	cu. yds.	Embankment in Place	$ .60	90.00
.03	mile	Finishing Roadbed and Slopes	200.00	6.00
30	cu. yds.	3/4" - 0" Material in Base	3.00	90.00
2	M-gals.	Sprinkling	2.00	4.00
.03	mile	Preparation of Base	200.00	6.00
4	cu. yds.	3/4" - 0" Material in Binder Course	4.00	16.00
12	cu. yds.	Furnishing and Placing Aggregates	4.00	48.00
0.5	ton	Furnishing and Placing Emulsified Asphalt in Binder Course	30.00	15.00
0.6	ton	Furnishing and Placing 151-200 Asphalt	30.00	18.00
0.4	ton	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	12.00
		Subtotal		$ 315.00
		10% Engr. & Cont.		31.50
		Total		$ 346.50

Length .030 mile

Cost per mile $ 11,550.00

Federal Access Road Funds

Preliminary Engineering	$ 500.00
Lands, Rights of Way, Easements, Etc.	500.00
20' Roadway	22,222.20
12' Roadway	346.50
	$23,568.70

State Highway Department

Federal Access Road
Project No. DA-WI 53 (1)

UMATILLA OIL DEPOT ACCESS ROAD PROJECT

IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1943

All Required	Preliminary Engineering		$ 500.00
All Required	Lands, Rights of Way, Easements, Etc.		500.00

CONSTRUCTION

20' Roadway (Sta. 0+10 to 57+88) (Sta. 59+40 to 65+28.2)

All Required	Clearing and Grubbing (98%)		$ 490.00
40 cu. yds.	Structural Excavation, Unclassified	$ 3.00	120.00
12,350 cu. yds.	Embankment in Place	.60	7,410.00
1.20 miles	Finishing Roadbed and Slopes	200.00	240.00
70 lin. ft.	18" Concrete Pipe	2.50	175.00
40 lin. ft.	18" Extra Strength Concrete Pipe	3.00	120.00
2,600 cu. yds.	4" - 0" Material in Subbase	1.00	2,600.00
1,320 cu. yds.	3/4" - 0" Material in Base	3.00	3,960.00
198 M-gals.	Sprinkling	2.00	396.00
1.20 miles	Preparation of Base	200.00	240.00
156 cu. yds.	3/4" - 0" Material in Binder Course	4.00	624.00
488 cu. yds.	Furnishing and Placing Aggregates	4.00	1,952.00
19.5 tons	Furnishing and Placing Emulsified Asphalt in Binder Course	30.00	585.00
27.4 tons	Furnishing and Placing 151-200 Asphalt	30.00	822.00
15.6 tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	468.00
		Subtotal	$ 20,202.00
		10% Engr. & Cont.	2,020.20
		Total	$ 22,222.20

Length 1.204 miles
Cost per mile $ 18,456.97

12' Roadway (Sta. 57+88 to 59+48)

All Required		Clearing and Grubbing (0%)		$ 10.00
150	cu. yds.	Embankment in Place	$ .60	90.00
.03	mile	Finishing Roadbed and Slopes	200.00	6.00
30	cu. yds.	3/4" - 0" Material in Base	3.00	90.00
2	M-gals.	Sprinkling	2.00	4.00
.03	mile	Preparation of Base	200.00	6.00
4	cu. yds.	3/4" - 0" Material in Binder Course	4.00	16.00
12	cu. yds.	Furnishing and Placing Aggregates	4.00	48.00
0.5	ton	Furnishing and Placing Emulsified Asphalt in Binder Course	30.00	15.00
0.6	ton	Furnishing and Placing 151-200 Asphalt	30.00	18.00
0.4	ton	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	12.00
			Subtotal	$ 315.00
			10% Engr. & Cont.	31.50
			Total	$ 346.50

Length .030 mile
Cost per mile $ 11,550.00

Federal Access Road Funds:

Preliminary Engineering	$ 500.00
Lands, Rights of Way, Easements, Etc.	500.00
20' Roadway	22,222.20
12' Roadway	346.50
	$23,568.70

Roadway (Umatilla Oil Depot Access Road)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Oct. 25, 1943

State Oregon

Completion Date (Est.) June 30, 1944

Project No. DA-WR 53 (1)

Estimated Total Cost Roadway $ 22,568.70

Length: Miles 1.234

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	180
3	Bituminous mat.	Gal.	15,500	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

9/28/43

Umatilla County
Umatilla Oil Depot Access Road
1.23 Miles Grading, Surfacing and Oiling

ESTIMATE OF COST FOR COMPARISON OF BIDS By Paul Van Scoy, Division Engineer:

Item No.	Item			Unit Price	Amount
1	Clearing and grubbing, all specified				500
2	Structural excavation, unclassified	40	cu yds	2.50	100
3	Embankment in place	12,500	"	.70	8,750
4	Finishing roadbed and slopes	1.23	miles	200.00	246
5	18" concrete pipe	70	lin ft	3.00	210
6	18" concrete pipe, extra strength	40	"	4.00	160
7	4" - 0" material in subbase	2,600	Cu yds	1.00	2,600
8	3/4" - 0" material in base	1,350	"	3.00	4,050
9	Sprinkling	200	M gals	2.00	400
10	Preparation of base	1.23	miles	200.00	246
11	3/4" - 0" material in binder course	160	Cu yds	3.00	480
12	Furnishing and placing aggregates	500	"	4.00	2,000
13	Furnishing and placing asphalt asphalt in binder cou in binder course	20	tons	30.00	600
14	Furnishing and placing 151-200 asphalt	28	"	30.00	840
15	Furnishing and placing RC 3 or emulsified asphalt	16	"	30.00	480
					$ 21,662

DA-WI-53

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

8

RECEIVED
SEP 10 1943
FOR FILING

September 8, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

We have been notified that Oregon project DA-WI-53, access to the Umatilla Oil Storage Depot, was formally certified by the War Department and approved by the Commissioner of Public Roads on September 3.

You are accordingly notified that we are prepared to authorize proceeding with the work upon receipt of satisfactory P.S. & E., right of entry with respect to rights of way not acquired, and receipt of the preference rating order.

You were notified previously to proceed with the surveys.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

~~REFERRED TO Probert by Chief Engineer~~

NOTED
ate Highway Engineer

RECEIVED
[illegible] - 1943
STATE [illegible] COMMISSION

~~copy sent to [illegible] Probert~~

DA-WI 53

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 7 1943
FOR FILING

8

September 3, 1943

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Further reference is made to proposed Oregon project DA-WI-53, access road to the Umatilla Oil Storage Depot.

You are authorized to proceed with the preparation of P.S. and E. as of the date shown on the project statement, a copy of which was furnished you with our letter of August 12. Reimbursement from federal funds would be contingent on ultimate certification by the Secretary of War. In other words, if you are willing to spend State funds on this road, which would be reimbursed if the project is certified but which could not be reimbursed if certification were denied, you may proceed with the surveys in the interest of saving time.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

NOTED
Highway Engineer

Copy sent to Resident

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

8

Road
Projects
Access Roads

NOTED
State Highway Engineer

DA-WI 53-1

August 6, 1943

Mr. R. H. Baldock,
Chief Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Some weeks ago your Mr. Booth made a field investigation, with a representative of this office, of the proposed access road to the Umatilla Oil Storage Depot. He instructed the field investigator to obtain a few elevations and to submit an estimate. We have not received this estimate to date, and it would appear that your field investigator may be going into too much detail for the preliminary figures needed for a project statement. It is suggested that the estimate be furnished immediately since further delay would mean that oiling of the road, if required, would necessarily be deferred to the 1944 season.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 7 - 1943
OREGON
STATE HIGHWAY COMMISSION

Estimate of 25 6[illegible] for 1¼ miles grading and surf. 0-11 oil
Phoned Sargent Monday P.M. Aug 9/43 - [illegible]

1-4208 Baker-Weiser Jct. Rock Prod., 1943
Old Oregon Trail Hwy.

#2659

M

ECEIVED
JUL 24 1944
FOR FILING

1-4208

July 24, 1944

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Insurance
275 State Street
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2659 for work on the Baker-Weiser Junction Section of the Old Oregon Trail in Baker and Malheur Counties, has been completed by the contractor, Western Rock Company, and that final payment in the amount of $3,564.79 will be made on or after August 3, 1944.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $78,819.77, and that no force account work was performed therein. This contract was completed on June 15, 1944, and accepted by the Commission on July 11, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer

By
Asst. Secretary

mh

1-4208 Baker-Weiser Jct. Rock Prod., 1943
#2659 Old Oregon Trail Hwy.

-4208

July 10, 1944

Hartford Accident & Indemnity Company
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Western Rock Company, on Contract No. 2659 covering the furnishing of 22,600 cu. yds. of crushed material in stockpiles on the Baker-Weiser Junction Section of the Old Oregon Trail in Baker and Malheur Counties. This payment, in the amount of $6,732.73, will be made on or after July 20, 1944. The retained percentage is $2,327.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

1-4208 Baker-Weiser Jct. Rock Prod.,
#2659 Old Oregon Trail Hwy.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17 1944, 19

Kind of work Furnish Maintenance Mtls.

Baker-Weiser Junction

Section prefix 1-4208

Old Oregon Trail

Contract number 2659

or Western Rock Co.

Date of completion August 31 1944, 19

contract Nov. 8 1943, 19

Estimated date of completion June 15 1944, 19

rk started Feb. 7, 1944, 19

Per cent of time elapsed 75 %

t of contract . . . . $ 77,410.00

ted cost of completed project, exclusive of engineering $78,600.00

nt of contract completed, based on total contract price . . . . 100 %

ering cost to date, $ 2350.00, %

Date project was completed June 15 1944, 19

eneral information covering progress of work by party and by contractor, important development, instructions to contractors, tions from Division Engineers, exchanges in personnel of party, etc.:

All work in connection with the crushing was completed thursday June 15th, and all stockpiles withthe exception of those at M.P.361.9 have been trimed and remeasured. The final estimate for this project will be submitted within the next few days.

The plant is being dismantled and moved to other work.

W

NOTED
E. M. B

RECEIVED
JUN 19 1944

Signed E G Bickmore

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

1-4208 Baker-Weiser Jct. Rock Prod., 194
#2659 Old Oregon Trail Hwy.

FOR FILING

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			52,600		
Estimated quantities moved or placed to date			22,600		
Average daily quantities			188		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

County %, County %, County %, County %.

	NUMBER MEN AND EQUIPMENT FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 4 tons							
Men and trucks over 4 tons							
Men and tractors							

Equipment used during week: Shovels , Power graders , Rollers , Mixers , Crushing or screening plants 1

Compressors , Bulldozers 1 , Sheep foot rollers

	WEATHER	HRS. IDLE	CAUSE OF DELAY
Sunday	showers		
Monday	[illegible]		
Tuesday	[illegible]		
Wednesday	[illegible]		
Thursday	[illegible]		
Friday	[illegible]		
Saturday	[illegible]		

FOR FILING

L-4208

December 24, 1943

Western Rock Co.
P.O. Box 448
Salem, Oregon

Gentlemen:

We are handing you, herewith, a fully executed copy of contract No. 2659 which was awarded to you on November 8, 1943, by the State Highway Commission, covering the Baker-Weiser Junction Rock Production Project on the Old Oregon Trail Highway in Baker and Malheur Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AO

NOTED
RUTH SMITH

FOR FILING

1-4 [illegible]

December 1, 1943

Western Rock Company
P. O. Box 448
Salem, Oregon

Gentlemen:

I am returning to you, herewith, the three forms that you left in my office some time ago, covering the subcontracting to the Duffy E. Reed Construction Company, of Twin Falls, Idaho, of your contract with the State Highway Commission for the Baker-Weiser Junction Rock Production Project, Contract No. 2659.

It is my understanding that you no longer wish the Highway Commission to approve this form, in view of the information that I gave you some time ago when you were in my office.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:RS

#2659

1-54208

November 9, 1943

Western Rock Company
P. O. Box 448
Salem, Oregon

Gentlemen:

We are handing you, herewith, four copies of contract No. 2659, which was awarded to you by the State Highway Commission on November 8, 1943, covering the Baker-Weiser Junction Rock Production Project on the Old Oregon Trail Highway in Baker and Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AG

FOR FILING

1-4208

November 9, 1943

Western Rock Company
P. O. Box 446
Salem, Oregon

Gentlemen:

The State Highway Commission on November 8, 1943, awarded you the contract for the Baker-Weiser Junction Rock Production Project on the Old Oregon Trail Highway in Baker and Malheur County. This award was based on your low bid of $77,410.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

AG

cc - S. H. Probert
G. S. Paxson

7-4206 Bridges - Repair 3, Crooked Riv. Hwy.
Repair 1 Timber Br., Cr.Riv.Secondary

#2660 1943

1944

FOR FILING

7-4226

September 1, 1944

Columbia Casualty Company
Jas. McI. Wood, West & Co.
625 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2660 for work on the Crooked River Bridge Section of the Crooked River and Crooked River-Paulina Highways, in Crook County, has been completed by the contractor J. F. Johnson, and that final payment in the amount of $3110.29 will be made on or after September 11, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $16245.21 and that no force account work was performed therein. This contract was completed on June 30, 1944 and accepted by the Commission on July 11, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
9-21

DEC 4 1943
FOR FILING

7-4306

December 1, 1943

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No.2660 which was awarded to you on November 8, 1943, by the State Highway Commission covering the repair of three bridges on the Crooked River Highway and one timber bridge on the Crooked River Secondary Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

DF

NOTED
RUTH SMITH

RECEIVED
DEC 4 1943
FOR FILING

7-4206

December 1, 1943

Columbia Casualty Company
Jas. McI. Wood, West & Co., Agents
625 Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2660 which was awarded to J. F. Johnston, Newberg, Oregon, by the State Highway Commission on November 8, 1943, covering the repair of three bridges on the Crooked River Highway and one timber bridge on the Crooked River Secondary Highway.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

DF

NOTED
RUTH SMITH

RECEIVED
NOV 12 1943
FOR FILING

7-4576

November 10, 1943

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2660, for repair of bridges on the Crooked River and Crooked River-Paulina Highways, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

FOR FILING

7-4206

November 9, 1943

J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission on November 8, 1943, awarded you the contract for the repair of three bridges on Crooked River Highway and one timber bridge on the Crooked River Secondary Highway in Crook County. This award was based on your low bid of $16,265.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY
Secretary

AD

cc - S. H. Probert
G. S. Paxson

FOR FILING

Const
Projects
Bridges

Salem, Oregon
October 19, 1943

Mr. G. S. Paxson
Bridge Engineer
DEPARTMENT

Dear Sir:

At their meeting on October 11, the Highway Commission authorized the retimbering of four bridges on the Crooked River-Paulina Secondary Highway at an estimated cost of $22,000.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

[illegible]:jm

FOR FILING
Joint
Projects
Bridges

Salem, Oregon
September 29, 1943

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

Herewith report from G. S. Paxson on bridges on the Crooked River Highway and the Crooked River-Paulina Secondary Highway.

These structures are twenty years old and the timber is in bad condition. I am fearful that a total collapse will occur if they are not completely retimbered. I would, therefore, recommend that authority be secured for contracting this work at the earliest date.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JF
Encl.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 28, 1943

SUBJECT: Bridges on Crooked River Highway and Crooked River-Paulina Secondary Highway

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

There are three wooden truss bridges on the Crooked River Highway and one wooden truss bridge on the Crooked River-Paulina Secondary Highway (all in Crook County) which were built in 1921 and 1922. The timber in these structures has decayed until they are now in danger of failure. Since falsework cannot be maintained under the structures during flood periods, the only safe way of maintaining them is complete retimbering of the truss spans. These bridges are as follows:

CROOKED RIVER HIGHWAY

1. Bridge at Milepost 14-06.28 (Bridge No. 537). 40' truss with approaches over Dry Creek. Estimated retimbering cost, $2,000.
2. Bridge at Milepost 14-19.89 (Bridge No. 541). 120' truss over Crooked River with trestle approach. Estimated retimbering cost, $8,000.
3. Bridge at Milepost 14-21.43 (Bridge No. 539). 48' truss with trestle approaches over Bear Creek. Estimated retimbering cost, $4,000.

CROOKED RIVER-PAULINA SECONDARY HIGHWAY

1. Bridge at Milepost 380-03.20 (Bridge No. 540). 120' timber truss with trestle approaches over Crooked River. Estimated retimbering cost, $8,000.

The total estimated retimbering cost of the four structures is $22,000. This work contemplates the widening of the roadways from the present 17-foot width to 20 feet. It is recommended that this be presented to the Highway Commission for authority to retimber these structures by contract.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

8-4205 Hunter Cr.-Lane Ranch Cr. Rock Prod. 1943
Oregon Coast Highway

#2661

RECEIVED
FORM E-30
1944
FILED

-4205

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Sept. 23, 1944

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	10279	2661	4 Final	R. O. Dail & Warren Bros.	1,196.97	261528	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By ________________
Bookkeeping Dept.

7 Fld
7-4.

Approved H. B. Glaisyer
Secretary

8-4205 Hunter Cr.-Lane Ranch Cr. Rock Prod.
Oregon Coast Highway
1943

-112-

September 19, 1944

Glenn Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that the state highway contract No. 2661 for work on the Hunter Creek-Lone Ranch Creek Section of the Oregon Coast Highway, in Curry County, has been completed by the contractor, R. O. Dail and Warren Brothers, and that final payment in the amount of $1,196.97 is ready to be made. We would like to know if you will approve our releasing this final voucher without holding it the customary 10 days. Will you please let us know as soon as possible whether or not you approve the release of this voucher on such short notice.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $39,899.02 and that no force account work was performed therein. This contract was completed on May 13, 1944 and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

#2661

Oregon Coast Highway

1943

JUL 7 1944

FOR FILING

8-[illegible]

July 7, 1944

R. O. Dail & Warren Brothers
8919 S. E. Foster Road
Portland 6, Oregon

Gentlemen:

I am advised by Mr. Lytle that the 1/2" - 1/4" material located at M.P. 360.37 on the Oregon Coast Highway has been found to contain a quantity of 1/4" - 0" material. Mr. Lytle feels that one-half of this pile has been spoiled, and he is unwilling to approve the final estimate.

I suggest that you contact Mr. Lytle, make an inspection on the ground and arrive at some equitable adjustment in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

1944

FOR FILING

8-4205

June 29, 1944

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail and Warren Bros., on Contract No. 2661, covering the furnishing of 13,400 cu. yds. of crushed gravel in stockpiles on the Hunter Creek-Lone Ranch Creek Section of the Oregon Coast Highway, in Curry County. This payment, in the amount of $1,540.25, will be made on or after July 10, 1944. The retained percentage is $1,196.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Will you please disregard the letter we sent you on June 19, 1944 in regard to the final payment. Due to a mistake in another department, notice of the final was sent before the notice of the semi-final. The final payment has not yet been made, and you will be advised of the corrected date and amounts of the final later.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
1944

Z-4205

June 19, 1944

Glen Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2661 for work on the Hunter Creek-Lone Ranch Creek Section of the Oregon Coast Highway, in Curry County, has been completed by the contractor, R. O. Dail & Warren Bros., and that final payment in the amount of $1,196.97 will be made on or after June 29, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $39,899.02, and that no force account work was performed therein. This contract was completed on May 13, 1944 and has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

vs

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 13th., 1944, 19

Section Hunter Creek - Lone Ranch Creek

Kind of work Crushed Gravel in Stockpiles

Highway Oregon Coast

Section prefix 8 - 4205

Contractor R. O. Dail and Warren Brothers

Contract number 2661

Date of contract November 8th., 1943, 19

Date of completion June 30th., 1944, 19

Date work started February 1sy., 1944, 19

Estimated date of completion May 13th., 1944, 19

Amount of contract $41,000.00

Per cent of time elapsed 79.6% %

Estimated cost of completed project, exclusive of engineering $43,160.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 1,188.00, 2.90% %

Date project was completed May 13th., 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing Saturday May 13th., 1944

RECEIVED
MAY 15 1944

NOTED
E. M. [illegible]

Signed [illegible] E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

November 22, 1943

NOV 22 1943
FOR FILING

8-4205

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			XXXXXX		
Miles partially completed			XXXXXXX		
Miles completed			XXXXX		
Total estimated quantities			13,400		
Estimated quantities moved or placed to date			13,400		
Average daily quantities Past Week			344		
Average daily quantities necessary to complete project on time			--------		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 8 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

V 22 1943
R FILING

1525

November 22, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kearn, Agent
Lewis Building
Portland, 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2661 which was awarded to R. O. Dail & Warren Bros. by the State Highway Commission on November 8, 1943, covering the Hunter Creek-Lone Ranch Creek Rock Production Project on the Oregon Coast Highway in Curry County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

#2661

8-4205 Hunter Cr.-Lone Ranch Cr. Rock Prod.
Oregon Coast Highway
1943

NOV 22 1943
FOR FILING

November 22, 1943

R. O. Dail & Warren Bros.
8919 S.E. Foster Rd.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2661 which was awarded to you on November 8, 1943, by the State Highway Commission, covering the Hunter Creek-Lone Ranch Creek Rock Production Project on the Oregon Coast Highway in Curry County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

AO

NOTED
RUTH SMITH

8-4205

November 9, 1943

R. O. Dell & Warren Bros.
8919 S. E. Foster Rd.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2661, which was awarded to you by the State Highway Commission on November 8 1943, covering the Hunter Creek-Lane Ranch Creek Rock Production Project on the Oregon Coast Highway in Curry County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOV 10 1943
FOR FILING

3-4205

November 9, 1943

R. O. Dail & Warren Bros.
5919 S. E. Foster Rd.
Portland, Oregon

Gentlemen:

The State Highway Commission on November 8, 1943, awarded you the contract for the Hunter Creek-Lane Ranch Crush Rock Production Project on the Oregon Coast Highway in Curry County. This award was based on your low bid of $41,000.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert
G. S. Paxson

3-1026 Pedestrian Walkway on SP U/xing near
Milwaukie, Pacific Hwy. East 1943

#2662

RECEI[illegible]D
JUN 1[illegible] 1944
FOR FILING

3-1026

June 16, 1944

Birkemeier & Saremal
422 Sherlock Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 13, 1944, granted you the extension of time requested, from March 31, 1944 to May 6, 1944, without penalty, in connection with Contract No. 2662 covering construction of the Milwaukie Pedestrian Overcrossing of the Pacific Highway East in Clackamas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:vw

cc Mr. G. S. Paxson
Salem, Oregon

RECEIVED
MAY 18 1944
FOR FILING

3-1026

May 17, 1944

General Casualty Co. of America
Mansfield & Company, Agents
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2662 for work on the construction of pedestrian overcrossing at the south city limits of Milwaukie on the Pacific Highway in Clackamas County, has been completed by the contractor, Birkemeier and Saremal, and that final payment in the amount of $1,385.53 will be made on or after May 27, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $1,385.53 and that no force account work was performed therein. This contract was completed on May 6, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
MAR 4 1944
FOR FILING

3-1076

March 3, 1944

Mr. M. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Reference your file:
L-11-60185

Dear Mr. Jennings:

Responding to your inquiry of March 1, 1944 regarding our contract with Birkemeier & Saremal for construction of a pedestrian overhead crossing at Milwaukie, Oregon, this contract was awarded by the Highway Commission to Birkemeier & Saremal on December 23, 1943. The contract price was $1,401.00 which also is the amount of the bond furnished by the contractor to guarantee the satisfactory completion of the project and the payment of claims. The bond was written by the General Casualty Company of America for whom Manfield and Company are local agents with offices in room 302 in the Lewis Building, Portland. This is contract No. 2662 and is described in our records as being for the construction of a pedestrian overcrossing on the Pacific Highway East near the south city limits of Milwaukie, Clackamas County, Oregon.

The date of completion of the project as specified in the contract is March 31, 1944, and I have been informed by our Bridge Department, which is supervising the project, that the work will probably be done by that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBG:ase

UNION [illegible]
[illegible] JENNINGS
[illegible]

March 1, 1944

L-11-60185

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter Feb. 11th, relative to State Highway Commission executing contract with Birkemeier & Saremal for construction of a pedestrian overhead crossing at Milwaukie, Oregon.

For agreement purposes, appreciate it if you will inform us the date of agreement between this contractor and State of Oregon.

Yours truly,

M. L. Jennings apr

ANSWERED
H. B. [illegible]SYER

RECEIVED
MAR 3 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1944
FOR FILING

2-1096

January 13, 1944

Birkemeier & Saremal
442 Sherlock Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2662 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the construction of a Pedestrian Walkway on Southern Pacific Undercrossing Structure near Milwaukie on the Pacific Highway East in Clackamas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RUTH SMITH

[illegible]

January 13, 1944

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2662 which was awarded to Birkemeier & Saremal by the State Highway Commission on December 23, 1943, covering the construction of a Pedestrian Walkway on the Southern Pacific Undercrossing Structure near Milwaukie on the Pacific Highway East, in Clackamas County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

JAN 3 1944
FOR FILING

December 27, 1943

Birkemeier & Saremal
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2662, which was awarded to you by the State Highway Commission on December 23, 1943, covering the construction of a pedestrian overcrossing near Milwaukie in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DP

RECEIVED
JAN 3 1944
FOR FILING

2-10-46

December 24, 1943

Birkemeier & Saremal
442 Sherlock Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the construction of a Pedestrian Walkway on Southern Pacific Undercrossing Structure at south city limits of Milwaukie, in Clackamas County. This award was based on your low bid of $1401.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AO

NOTED
RUTH SMITH

RECEIVED
DEC 9 1943
FOR FILING
3-1096

December 8, 1943

Mrs. Mamie Harlow
1925 - 6th Avenue
Milwaukie, Oregon

Dear Mrs. Harlow:

Several months ago you appeared before the State Highway Commission with other members of the committee from the Milwaukie Grammar School regarding the installation of a traffic signal at the point where school children cross the Pacific Highway at Island Station. You were not given much encouragement at that time insofar as the signal was concerned but you were informed that the Commission would consult with the Southern Pacific Company relative to the installation of a sidewalk on the company's trestle, which, it was thought, would take care of the situation probably much better than the signal.

I am pleased to inform you that satisfactory arrangements have been made with the railroad company and as a result thereof, the Highway Commission expects to take bids at its next regular meeting for the construction of the walk. I thought you would like to have this information.

The cost of the project is not great and it may be that there are workmen in Milwaukie who would be interested in submitting bids on the work. The Commission will advertise the project within a few days but if you should know of anyone in your vicinity who would be interested in the work, I shall be glad to send them plans and specifications if they will advise.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

1925 - 6th Avenue) concerning signal light at school
Milwaukie, Oregon) crossing.

April 28, 1942

Mrs. Mamie Marlow
1925 - 6th Avenue
Milwaukie, Oregon

Dear Mrs. Marlow:

Further reference is made to your letter of March 24 stating that a committee from the Milwaukie Grammar School wishes a hearing before the State Highway Commission relative to the installation of a traffic signal at the school crossing at Island Station.

In my acknowledgment I told you that I anticipated that the Highway Commission would have a meeting in the latter part of April. Such meeting is scheduled for Thursday of this week, April 30, and will be held in the auditorium on the third floor of the Public Service Building, Portland. Should your committee desire to be present at such meeting the Commission will be glad to grant you a hearing. Anticipating that you will be present, I have scheduled your appearance before the Commission at 2:40 p. m.

Trusting that such time is satisfactory, I remain

Very truly yours,

HBG:AM

Secretary

March 25, 1942

Mrs. Mamie Harlow
1925 Sixth Avenue
Milwaukie, Oregon

Dear Mrs. Harlow:

I have just received your letter of March 24 inquiring as to the possibility of a committee from the Milwaukie Grammar School to confer with the Highway Commission in the near future relative to the installation of a traffic signal at the school crossing of the Pacific Highway at Island Station.

The members of the State Highway Commission will be pleased to grant your committee a hearing at some convenient time but as to just when that can be arranged is something that I cannot state at this writing because the Commission has only one meeting scheduled in the near future. Such meeting is to be held on April 2 but the Commission prefers not to hear delegations on that day because of the many matters on the agenda for disposal. This is a one-day meeting and the Commission will require all time available for the disposal of such matters.

I anticipate, however, that the Commission will hold another meeting in the latter part of April or the early part of May and I will let you know as soon as I know definitely in that regard. I shall be pleased to arrange for your committee to be heard some time in the afternoon on that day.

Respectfully yours,

Secretary

HBG:AM

D

Mr. H. B. Glaiser:

Dear Sir:

Would it be possible for a committee from the Milwaukie grammar School to have a hearing in the near future?

We want to talk about a signal light, at the school crossing at Island Station.

If you could make it for afternoon as some of us work. We would appreciate it very much.

Yours Truly

Mrs. Marrie Harlow.

1925-6th Ave

Milwaukie

2:40 pm

4:30

ANSWERED
H. B. GLAISYER

---

h four copies of
Construction Proj-

is very essential
school children,
Highway (US 99E)
.

tion will be
copy of Form GA-862
Engineer, Public
Roads Administration, Portland, Oregon, with action of committee indicated in Item No. 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:WI
cc E. H. Clymer

OCT 2 [illegible]
FOR FILING

3-1026

2662

October 23, 1943

Mr. Fred J. Bergesch, Chairman
Area Production Urgency Committee
Bedell Building
Portland, Oregon

Dear Mr. Bergesch:

Please find enclosed herewith four copies of Form GA-862, Application for Proposed Construction Project in Critical Labor Area.

This pedestrian overcrossing is very essential to protect the pedestrians, especially school children, while crossing the four-lane Pacific Highway (US 99E) immediately south of Milwaukie, Oregon.

Early action on this application will be appreciated. Will you please send one copy of Form GA-862 directly to Mr. W. H. Lynch, District Engineer, Public Roads Administration, Portland, Oregon, with action of committee indicated in Item No. 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc E. H. Clymer

OCT 20 1943
FOR FILING
3-1026
2662

Salem, Oregon
October 19, 1943

Mr. G. S. Paxson
Bridge Engineer
DEPARTMENT

Dear Sir:

You are advised that the Highway Commission, at their last meeting, authorized the taking of bids for the construction of a pedestrian overpass over the Southern Pacific at Milwaukie. The estimated cost is $1500.00.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:js

SEP 10 1943
FOR FILING

3-1026

2662

Salem, Oregon
September 9, 1943

Pedestrian footbridge,
Milwaukie

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

In reference to the attached regarding pedestrian footbridge near Milwaukie overpass, I would recommend that we get authorization from the Highway Commission to advertise the construction of this footbridge by contract (estimated cost, $1,500). Permit contract with the Southern Pacific Company has been executed, and we have permission from the War Production Board.

We were going to do this with our own forces but simply haven't enough bridge crews to take care of routine maintenance work. I believe we will get some bids from some of our smaller contractors.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF
Encls.

July 17, 1943

Mr. W. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your inquiry of July 14, in regard to recording of the agreement between the Southern Pacific Company and the State Highway Commission covering the overhead pedestrian crossing at Milwaukie.

You are advised that this agreement was filed with the Clackamas County Recorder on June 28, 1942, Clackamas County Book of Deeds, Volume 302, Page 331.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:je

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS,
SUPERINTENDENT

IN REPLY PLEASE REFER TO
L-27-60185

July 14, 1943

Mr. C. B. McCullough,
Asst. State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to my letter June 17th forwarding for your record copy of agreement covering overhead crossing and pathway at Milwaukie, Oregon.

Will appreciate it if you will inform me date the agreement was recorded in Clackamas County records, giving book and page where recorded.

Yours truly,

M. L. Jennings

Agreement of Feb. 15. 1943

[illegible] 28. 1943

Clack. Co. Book of [illegible] Vol 309 - Page 291

1943

[illegible]

Dear Sir:

We hand you, herewith, one fully executed copy of the agreement between the State Highway Commission and the Southern Pacific Company, covering the construction of an overhead pedestrian crossing at Milwaukie.

You will please note that this agreement provides that it shall be placed on record in Clackamas County. We presume that you will have this done.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:js
Encl.
CC - Mr. G. S. Paxson

UNION STATION [illegible]

M. L. JENNINGS
SUPERINTENDENT

June 17, 1943

L-11

Mr. C. B. McCullough,
Asst. State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of May 21st. Attach for retention in your records fully executed copy of agreement dated February 15th, 1943, between Southern Pacific Company and State of Oregon, covering overhead crossing and pathway at Milwaukie, Oregon.

Two extra copies of the agreement are also attached, as requested by you.

Will you please have the agreement recorded in Clackamas County records, advising the recording reference.

Yours truly,

M L Jennings

3-1026

2662

May 21, 1943

Mr. W. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

I am handing you, herewith, two copies of the proposed agreement between the Southern Pacific Company and the State Highway Commission which provides for the construction of an overhead pedestrian crossing at Milwaukie.

You will please note that both copies have been executed by the State Highway Commission and have been acknowledged before a Notary Public.

After this agreement has been executed by the proper officials of your Company, would you kindly return one fully executed copy to this office with two unexecuted copies, if you have them in your files.

Very truly yours,

C. B. McCullough
Ass't State Highway Engineer

JM:js
Encl.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

SALEM
May 13, 1943

SUBJECT: Agreement with S.P.Co. covering sidewalk construction on viaduct at Milwaukie

To:

Mr. C. B. McCullough
Asst. State Highway Engineer

I am returning to you herewith two copies of the agreement with the Southern Pacific Company covering construction of a sidewalk on the Southern Pacific Company's viaduct at Milwaukie. These were signed by the Highway Commission at its meeting on May 12, 1943. Please note that you have not signed the duplicate.

Only two copies were furnished me and I am returning both of them. When executed by the Railroad Company will you kindly furnish me one copy bearing all signatures for the Commission's records and files.

Attached to the agreements are the signature sheets of the agreement that was previously signed and for which the new agreement is being substituted. I am leaving it up to you to destroy these.

Secretary

HBG:AM

M. L. JENNINGS,
SUPERINTENDENT

April 26, 1943 L-11

Mr. C. B. McCullough,
Assistant Chief Engineer.
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of April 10th, returning proposed agreement between Southern Pacific Company and State Highway Commission covering construction of an overhead crossing at Milwaukie.

Am returning both copies of proposed agreement, which now includes the rewritten Sheet 5; also the two previously executed sheets 5 are enclosed for cancellation of the signatures.

Will you please arrange for execution of the agreement, as now prepared, on behalf of the State of Oregon, having the signatures of the executing officials acknowledged before a Notary Public.

Yours truly,

M L Jennings

SALEM
May 13, 1943

3-1026

2662

Agreement with S.P.Co. covering sidewalk construction on viaduct at Milwaukie

Mr. C. B. McCullough
Asst. State Highway Engineer

I am returning to you herewith two copies of the agreement with the Southern Pacific Company covering construction of a sidewalk on the Southern Pacific Company's viaduct at Milwaukie. These were signed by the Highway Commission at its meeting on May 12, 1943. Please note that you have not signed the duplicate.

Only two copies were furnished me and I am returning both of them. When executed by the Railroad Company will you kindly furnish me one copy bearing all signatures for the Commission's records and files.

Attached to the agreements are the signature sheets of the agreement that was previously signed and for which the new agreement is being substituted. I am leaving it up to you to destroy these.

HBG:AM

Secretary

FOR FILE

3-1026

April 10, 1943

Mr. M. L. Jennings,
Superintendent
Southern Pacific Co.,
Union Station
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 8 referring to ours of February 23 returning two executed copies of the proposed agreement between the Southern Pacific Company and the State Highway Commission covering construction of an overhead crossing at Milwaukie.

We note that you have made certain changes on page 4 and that you suggest that this page be initialed by the original signators.

We have no objection to the change which you have made. However, it will be impossible to secure the signatures of the members of the State Highway Commission who executed the original agreement for the reason that not one of them are in office at the present time and, therefore, their initials would have no force and effect.

We are returning both copies of the agreement herewith and suggest that you have the last page recopied and return it to us and we will have it executed de novo by the three new members of the State Highway Commission.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:WC
encl.

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS
SUPERINTENDENT

April 8, 1943

L-11

Mr. C. B. McCullough,
Asst. Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of Feb. 23rd, returning two executed copies of proposed agreement between Southern Pacific Company and State Highway Commission covering construction of an overhead pedestrian crossing at Milwaukie.

Am returning both copies of proposed agreement as Page 4 of the agreement has been revised by inserting a new paragraph 12, which requires that in event railroad operations require relocation of this structure, the State will bear the expense of such relocation.

This page should be initialed by the officials who executed the agreement on behalf of the State.

Also, the respective titles of the officers executing the agreement should be inserted beneath each name on Page 5, and the signatures should be acknowledged before a Notary Public.

Thereafter, please return both copies for execution on behalf of Southern Pacific Company, after which one fully executed counterpart and two unexecuted copies will be forwarded for your record.

Yours truly,

M L Jennings

3-1026

February 23, 1943

Mr. M. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

We are returning herewith two copies of the proposed agreement between the Southern Pacific Company and the State Highway Commission covering the construction of an overhead pedestrian crossing at Milwaukie. You will please note that both copies have been executed by the State Highway Commission.

Will you please present them to the proper officials of your company for final execution and return one fully executed copy to this office. If you have additional copies of this agreement made up we would appreciate having two unexecuted copies.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

3-1026

SALEM
February 20, 1943

Overhead pedestrian crossing
at Milwaukie

Mr. C. B. McCullough
Assistant Chief Engineer

I am returning, herewith, two copies of the agreement between the Southern Pacific Company and the State Highway Commission covering construction of an overhead pedestrian crossing at Milwaukie. These were signed by the Commission at its meeting on February 18, 1943.

When this has been signed by the railroad company, will you kindly furnish me with one fully executed copy for the Commission's records and files.

Secretary

RS

(Superseded by agreement signed on May 12, 1943 re this matter)

3-1026

SALEM
February 20, 1943

Overhead pedestrian crossing
at Milwaukie

Mr. C. B. McCullough
Assistant Chief Engineer

I am returning, herewith, two copies of the agreement between the Southern Pacific Company and the State Highway Commission covering construction of an overhead pedestrian crossing at Milwaukie. These were signed by the Commission at its meeting on February 18, 1943.

When this has been signed by the railroad company, will you kindly furnish me with one fully executed copy for the Commission's records and files.

Secretary

MS

M. L. JENNINGS,
SUPERINTENDENT

Feb. 4, 1943

FEB - 8 1943

Mr. C. B. McCullough,
Asst. Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to previous correspondence, your last letter being dated August 31, 1942.

Attach two copies of proposed agreement between Southern Pacific Company and State of Oregon covering overhead pedestrian crossing at Milwaukie. If satisfactory, will you please have the two copies executed on behalf of State of Oregon, seal affixed, and return both copies for completion. Later one copy will be forwarded for your record.

Yours truly,

M L Jennings

Ok
H H Parsons

H.B.
Please return to
C.B.M.
JMD

3-1026

[redacted]
February 11, 1943

Pedestrian crossing at
Milwaukie

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Sir:

Will you please look over the attached agreement (covering installation of a pedestrian crossing of S. P. Company's bridge at Milwaukie) and advise if it meets with your approval as to form. If it does and you will return it to this office I will see that it is put on the agenda for execution by the Commission.

C. B. McCullough

CBM:MC

encl.

M. L. JENNINGS,
SUPERINTENDENT

3-11-26

Mr. C. B. McCullough
Ass't Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be referred to past correspondence relative to proposed overhead pedestrian crossing over the highway at the Railroad subway at Milwaukie.

The physical features of this proposed construction have now been approved by our management and we are advised that proper agreement is being prepared to cover the proposed work which we will forward to you, when received, for your comments and approval.

Very truly yours,

M L Jennings

3-1026

August 31, 1942

Mr. E. L. Jennings
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

In accordance with your request of August 27 we are sending to you under separate cover eight prints of our tracing 1772-A covering the proposed overhead pedestrian crossing at the railway subway at Milwaukie.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

Mr. C. B. McCullough,
Assistant Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your past correspondence relative to the proposed overhead pedestrian crossing over the highway at the Railroad subway at Milwaukie.

Our Chief Engineer has requested that he be furnished eight additional prints of your drawing 1772-A covering this proposed work. If you will kindly furnish them we will forward them to his office.

We are as yet unable to advise you definitely as to our answer in this matter.

Very truly yours,

L. JENNINGS
SUPERINTENDENT

3-1026

Mr. C. B. McCullough, Asst. Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 3rd transmitting additional prints of your drawing 1772-A showing the proposed sidewalk construction at the Milwaukie subway.

We are sorry to be unable to advise you at this time as to our final decision in this matter but hope to be able to furnish you such information shortly.

Very truly yours,

C. B. McCullough

3-1026

August 3, 1942

Mr. H. L. Jennings
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your communication of June 24 requesting two additional prints of our drawing No. 1772-A showing the proposed sidewalk construction at the Milwaukie subway.

Will you please advise if you have given this matter further consideration.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

3-1026

June 29, 1942

Mr. M. L. Jennings,
Superintendent,
Southern Pacific Co.,
Union Station
Portland, Oregon

Dear Sir:

In response to your recent request we are pleased to send you, herewith, two prints of the proposed sidewalk at the Milwaukie subway.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:MC

encl.

Mr. C. B. McCullough,
Assistant Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of June 16th relative to the construction of pedestrian overhead crossing over the Pacific Highway just south of Milwaukie.

We are giving this matter our serious consideration and would appreciate receipt of two additional prints of your drawing 1772-A at your earliest convenience.

We will advise you later as to our answer to your request.

Yours truly,

3-1026

Salem, Oregon
June 16, 1942

Subject: **Milwaukie Pedestrian Overcrossing**

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

I have written the attached letter to the Southern Pacific Company for your signature. We estimate that the cost of the overcrossing will be approximately $900.00.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:GF
Attached

NOTED
C. B. McCullough

JUN 1 9 1942

3-1026

June 16, 1942

Southern Pacific Company
Union Station
Portland, Oregon

Attention of Mr. H. L. Jennings
Superintendent

Gentlemen:

A very considerable need for a pedestrian overcrossing on our Pacific Highway has developed just south of Milwaukie in Clackamas County. The most feasible solution seems to be the attaching of the walk to the outside of the steel girder carrying your Oswego branch tracks across the Pacific Highway.

We are attaching hereto two prints from our Drawing No. 17724, showing the general scheme and the details of the attachment to your girder. You will note that our brackets are attached to the stiffening angles opposite the points where your floor beams are attached to the girder. Your girder is reinforced at this point with a knee brace from the floor beam to the inside stiffening angle. The girder itself forms an effective barrier between the pedestrian walk and the tracks, and we are providing wire mesh at the ends of the girder to keep pedestrians from getting on to the tracks.

We would ask your permission to make the attachment as shown on these plans.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

GSP:GY
Enclosure
cc: G. S. Paxson

34102-L

May 21, 1942

10

Mr. G. S. Parson

Quoting Mr. Glaisyer's memorandum to me concerning the Commission meeting on April 30: "A delegation from Milwaukie, consisting of several ladies, was present and asked for the installation of a traffic signal at the intersection of the Pacific Highway East and the Island Station Road at Milwaukie. You pointed out the difficulties in securing necessary equipment and suggested that a satisfactory solution might be had by attaching a footbridge to the railroad company's trestle. The ladies said that they had tried to get the railroad company's approval some time ago but the company turned them down. You were instructed by the Commission to discuss the matter with the railroad company officials and report."

See Beakey about this and contact the Southern Pacific engineers in regard to swinging a small footbridge to the railroad bridge at Milwaukie.

R. H. Baldock

[illegible]

9-4210 Metolius-Redmond Rock Production
The Dalles-California Highway 1943

#2663

IVED
1944
ILING
210

October 30, 1944

tes, Lively & Pearson, Agents,
na Casualty & Surety Co.,
on Building,
rtland 4, Oregon.

entlemen:

You are hereby notified that State Highway Contract No. 2663 or work on the Metolius-Redmond Section of The Dalles-California Highway n Deschutes and Jefferson Counties, has been completed by the contractor, . C. & A. L. Williams of Milton, Oregon, on September 21, 1944, but has not as yet been accepted by the Highway Commission. However, we anticipate that the Highway Commission will accept this job at its next regular meeting, provided the clean-up work is accomplished, and in that event we will authorise immediate release of final warrant in the amount of $880.53.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $31,146.72, and that no force account work was performed therein.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

Jee

noted on card

9-4210 Metolius-Redmond Rock Production
The Dalles-California Highway 1943
#2663

1944
LING

4210

October 27, 1944

D. C. & A. L. Williams
Box 837
Madras, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 24, 1944, granted you the extension of time requested, from August 31, 1944, to September 21, 1944, without penalty, in connection with contract No. 2663 for furnishing crush rock in stock piles for the Metolius-Redmond Section of The Dalles-California Highway in Deschutes and Jefferson Counties.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

AO

cc - Wm. E. Chandler

9-4210 Metolius-Redmond Rock Production
The Dalles-California Highway 1943
#2663

10

October 9, 1944

Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. C. and A. L. Williams, on contract No. 2663, covering rock production on the Metolius-Redmond Section of The Dalles-California Highway, in Deschutes and Jefferson Counties. This payment, in the amount of $3,459.19, will be made on or after October 19, 1944. The retained percentage is $936.07.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

VH

9-4210 Metolius-Redmond Rock Production
The Dalles-California Highway 1943
#2663

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1944, 19

ection Metolius-Redmond

ighway The Dalles-California

ontractor M. C. & A. L. Williams

ate of contract December 23, 1943, 19

ate work started May 1, 1944, 19

Amount of contract $ 31900

Kind of work Rock Production

Section prefix 9-4210

Contract number 2663

Date of completion August 31, 1944, 19

Estimated date of completion Sept. 21, 1944, 19

Per cent of time elapsed 273/252 108.3 %

Estimated cost of completed project, exclusive of engineering $ 31202.26

Per cent of contract completed, based on total contract price 100 %

ngineering cost to date, $ 1034, 3.31 %

Date project was completed September 21, 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Moving of equipment to quarry site, setting up same and drilling in quarry started on May 1,1944 and continued until June 12,1944. Crushing of material started on this date continued regularly until the 21st of September, when it was estimated that the necessary amounts of material had been made. The contractor used 16 foot holes and it was noted that the rock appeared solid all the way, no large crevices or pockegts. Also the rock seemed more dense and hard below the 10 foot depth , the drill bits being dulled after drilling 8", while nearer the top 12" could be drilled before a change of bits was needed.

The contractor completed the cleaning up at the pit this week except for the removal of a gas pump and three small shacks (used as living quarters during work). There was no one there today, an effort will be made next week to contact the contractor to find out when these shacks can be moved.

Semi-final estimate submitted to Division office on Thursday.

Final Report.

RECEIVED
OCT 2 - 1944

Signed A A Fossen

Address 1290-Wall St. BEND, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			23.23		
Miles partially completed					
Miles completed			23.23		
Total estimated quantities					
Estimated quantities moved or placed to date			11561.2 717.0 Rejects		
Average daily quantities			150	77 Days Crushing	
Average daily quantities necessary to complete project on time			Time limit expired		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			2		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 1 ...., Dragline ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			Moving and cleaning up only
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 15 1944
FOR FILING

9-4210

January 13, 1944

D. C. & A. L. Williams
3233 N. E. 12th Ave.
Portland 12, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2663 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Metolius-Redmond Rock Production Project on The Dalles-California Highway in Deschutes and Jefferson Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
JAN 10 1944
FOR FILING

December 28, 1943

D. C. & A. L. Williams
Box 837
Madras, Oregon

Gentlemen:

We are sending you today four copies of contract No. 2663, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Metolius-Redmond Rock Production Project on The Dalles-California Highway in Deschutes and Jefferson Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DF

NOTED
RUTH SMITH

9-3-10

December 24, 1943

D. C. & A. L. Williams
℅ Milton Motel
Milton, Oregon

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the Metolius-Redmond Rock Production Project on The Dalles-California Highway in Deschutes and Jefferson Counties. This award was based on your bid of $31,900.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Acting Secretary

AO

NOTED
RUTH SMITH

9-8302 Brothers-Harney Co. Line Rock 1943
Prod., Central Oregon Hwy.
#2664

[redacted] [redacted]

n

May 7th, 1945

ral Oregon Highway
ract #2664

302

FINAL ANALYSIS
Brothers-Harney County Line
Rock Production
M. C. Lininger and Sons, Contractors
Lowell Johnston, Resident Engineer

830
Prefix 9-~~4~~211

	Quantity	Unit	Unit Bid	Unit Cost	Cost	Gross Revenue
½" Cr. Mat'l in S.P.	8,325.3	Cu. Yd.	$3.20	$3.41	$28,388.03	$26,640.96
¼" " "	7,287.2	"	" 3.20	3.41	24,846.58	23,319.04
10 Mesh Cr. Mat'l in S.P.	3,660.0	"	" 3.15	3.41	12,475.66	11,529.00
. Screen Rejects	200.2	"	" 0.25	0.25	50.05	50.05
ing Rejects	280.3	Yd. Mi.	0.15	0.15	42.05	42.05
rce Account					167.03	167.03
					$65,969.40	$61,748.13

Total Cost	$65,969.40
Gross Revenue	61,748.13
Net Loss	$4,221.27

Net Loss Equals 6.8% of Gross Revenue

9-8302 Brothers-Harney Co. Line Rock 1943
#2664 Prod., Central Oregon Hwy.

Highway Engineer
TED

Detail of Cost

Labor:		
Supervision	$4,250.00	
Labor	24,665.40	
Social Security	336.71	
State Industrial Accident Ins.	871.97	
Unemployment Insurance	790.42	$30,914.50
Equipment Rental & Misc. Supplies:		
Equipment Rental	$14,160.00	
Rented Equipment (Trucks)	7,499.96	
Gas, Oil and Grease	6,302.48	
Move In	410.07	
Lumber	70.80	
Small Tools & Misc. Supplies	1,145.50	
Bond	490.62	
Interest	128.40	
Cook House Supplies	3,466.35	
Home Office & General Overhead	1,308.34	
P.U.C. Fees	72.38	35,054.90
		$65,969.40

REMARKS:

This was a "State Project", comprising the crushing and stockpiling of 20,500 cubic yards of crushed material. Work was started July 1st, 1944; actual crushing started August 3rd, and was completed September 17th. During the course of the crushing operations the material crushed during the night shift was stockpiled at the plant, and the intention of the contractors was to haul this material to the various stockpiles while the plant was being dismantled.

Tests were made on this material after the crushing was completed, and due to an excess amount of fines and poor segregation, it was necessary to rescreen before hauling to the stockpiles. Rescreening and hauling of this material was started September 20th, and finished October 17th.

Because of the extreme distance from any town, it was necessary for the contractors to start a cook house for most of the men employed. Due to high prices, it showed a considerable loss. The distance from a town and the sparcely settled condition of the country also made the procurring of sufficient labor a problem for the contractors. While they were able to crush on a two-shift basis, it was impossible to find enough truck drivers for the night shift.

This project was well handled, had very good equipment, but due to insufficient and inexperienced labor, much of the aggregates had to be handled twice at extra cost to the contractors.

F. H. Clymer
Cost Analyst

By . . C. L. Paulsen

9-4211

January 2, 1945

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Company,
Yeon Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2664, for rock production on the Brothers-Harney County line section of the Central Oregon Highway in Deschutes and Lake Counties, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $3,257.54 will be made on or after January 12, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $63,153.23, of which amount $167.03 represents the amount of force account items. This contract was completed on October 18, 1944 and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

NOTED ON CARD
1/2/45

9-4211

December 27, 1944

Bates, Lively & Pearson, Agents,
The Aetna Casualty & Surety Company,
301 Yeon Building,
Portland 7, Oregon.

Gentlemen:

This is to acknowledge receipt of your letter of the 26th inst., your file 42 S 7478, in regard to State Highway Contract No. 2664 awarded to M. C. Lininger & Sons, which was completed on October 18, 1944.

This contract was accepted on December 19, 1944 by the State Highway Commission, the final contract price being $63,153.23.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jso

THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

December 26, 1944

OregonState Highway Commission
Salem, Oregon

Re: 42 S 7478
M. C. Lininger & Sons
Contract No. 2664

Gentlemen:

In your letter of December 6th, you stated that the above captioned contract was completed October 18, 1944 but had not yet been formally accepted by the commission, but anticipated that the contract would be accepted at the next regular meeting which was to be held December 19th. Will you please advise us if this has been accepted 12/19/44 and the final contract price? $63153.23

Very truly yours

BATES, LIVELY & PEARSON

By

fab

FERRED TO
Jette
BY SECRETARY
please prepare reply

RECEIVED
DEC 27 1944
OREGON
STATE HIGHWAY COMMISSION

December [illegible], 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from August 31, 1944, to October 18, 1944, without penalty in connection with Contract No. 2664 for your Rock Production Project (Brothers Harney County Line.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmr
CC to: Mr. Chandler

NOTED ON CARD
12/21

FOR FILING

9-4211

December 6, 1944

Bates, Lively & Pearson, Agents,
The Aetna Casualty & Surety Company,
301 Yeon Building,
Portland 7, Oregon.

Gentlemen:

Acknowledging your letter of the 5th inst., in regard to Contract No. 2664, covering rock production on the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties, awarded to M. C. Lininger & Sons of Medford.

Please be advised that this work was completed on October 18, 1944, but the contract has not yet been formally accepted by the Commission, however, we anticipate that the contract will be accepted at the next regular meeting of the Commission, December 19th.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

[redacted]

November 5, 1944

Oregon State Highway Commission
Salem, Oregon

Re: M. C. Lininger & Son
Contract No. 2664

Dear Sir:

Will you please advise us if the above contract has been completed and if so what the completion date was and when it was accepted?

Oct 18, 1944

Awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 6 - 1944
[illegible]
STATE HIGHWAY COMMISSION

NOV 15 1944

FOR FILING

9-4211

November 1, 1944

Bates, Lively & Pearson
Insurance General Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

On October 30, we wrote you that the semi-final payment on the M. C. Lininger & Sons contract No. 2664 for rock production on the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties would be made on or after November 9, 1944.

In your acknowledging letter of October 31, which we received today, you mention that the retained percentage would be paid on or after November 9. Actually, the semi-final payment is what is to be made; the retained percentage is not released until the job has been entirely completed.

Will you please correct your records and acknowledge this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

anyhow better hold on to this until
we get the other letter.
HGS

Rd 11/3/44

FOR FILING

2-42

October 30, 1944

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Co.,
Yeon Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to H. C. Lininger & Sons, Medford, on Contract No. [illegible] covering rock production on the Brothers-Harney County Line section of the Central Oregon Highway in Deschutes and Lake Counties. This payment, in the amount of $9,210.69, will be made on or after November 9, 1944. The retained percentage is $1,052.44.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

HBG/jes

Secretary

Noted on card

[illegible]

OCT 30 1944

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 27, 1944., 19

Section Brothers-Harney County Line

Kind of work Rock Production

Highway Central Oregon

Section prefix 9-4211

Contractor M.C.Lininger & Sons

Contract number 2664

Date of contract December 23,1943, 19

Date of completion August 31,1944, 19

Date work started July 1,1944, 19

Estimated date of completion , 19

Amount of contract . . . . $65417.

Per cent of time elapsed 300 252 119 %

Clear sites 500.

Estimated cost of completed project, exclusive of engineering . . . . Semi-final . . . . . $ 63162.63

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 2052, 3.12 %

Date project was completed October 18,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor started the unloading and setting up of equipment on July 1, and also the establishing of a camp at Hampton. This work was completed on August 2, Crushing operations started the next day August 3, and continued until noon Sunday September 17. At that time the contractor estimated that the material totals had been crushed. During this period much of the material crushed had been stockpiled at the plant, to be hauled to the various stockpiles after the crushing was completed. On September 18, the hauling from these piles was started. We made a number of tests of these contractors stockpiles after he had started the hauling, and these tests indicated that on the ½" and 3/4" sizes the material did not meet our specifications. In this case both sizes run heavy to fines. The resident engineer then notified the contractor that ~~they~~ it would be necessary to rescreen the two piles of ½" and 3/4" before placing the material in our stockpile sites. This the contractor agreed to do. The Division Engineer was notified of the resident engineers order to the contractor. During the rescreening process the plant and other equipment not needed in this operation was dismantled and hauled to Lakeview. The rescreening job was completed on October 17 and finishing of stockpiles the next day. As of today there remains only one old truck and one motor grader at the plant site. These are expected tobe moved shortly. Semi-final estimate submitted to Salem on October 25,1944.

Final report except for
notification of final cleanup.

Signed A.A. Dosser

Address 1290-Wall St. BEND, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Bates, Lively & Pearson

October 26, 1944

OCT 27 1944
FOR FILING

9-4211

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
s in project			47.94		
es partially completed					
s completed			47.94		
al estimated quantities			20500 19272.5 rock 200.2 rejects		
timated quantities moved or placed to date	This office semi final				
verage daily quantities			482	40 days 2 shifts	
verage daily quantities necessary to complete project on time					
umber shifts per day					
ours per shift					
verage force on project for week					

ercentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		no men on contract this week
Monday			
Tuesday	all		
Wednesday			
Thursday	week		
Friday			
Saturday			

STATE PRINTING DEPT.

FOR FILING

9-421

October 26, 1944

Bates, Lively & Pearson
Insurance General Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

Reply is made to your inquiry of October 23 concerning M. C. Lininger & Sons' contract No. 2664 for the Central Oregon Rock Production Project between Brothers and the Harney county line in Deschutes and Lake Counties.

Investigation of the records reveals that the principal work on this contract was completed about October 18; however, there still remains some clean-up work to do, which should be finished by the first of November.

We are not yet advised as to the actual date of completion; neither do we have available the total contract price. If you will write us again in a couple of weeks, it might be possible to supply you with such information at that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:vbh

LIVELY & PEARSON
NSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

is not done on
this job.

Possibly will be
completed [illegible]

Not accepted

Do not have
total contract
price.

October 23, 1944

ay Commission

Re: 42 S 7478
M. C. Lininger & Sons

dvised that the contract No. 2664, which was a-
hinger & Sons by the State Highway Commission
13 has been completed. If the project has
l you please send us the total contract price
and the date of completion. If not, will you give us the status
of this contract.

Thanking you kindly and awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

4.18

fab

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 24 1944
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Engineer
BY SECRETARY

give me information
for reply.
HHS

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

October 23, 1944

Oregon State Highway Commission
Salem, Oregon

Re: 42 S 7478
M. C. Lininger & Sons

Gentlemen:

We have been advised that the contract No. 2664, which was awarded to M. C. Lininger & Sons by the State Highway Commission on December 23, 1943 has been completed. If the project has been completed will you please send us the total contract price and the date of completion. If not, will you give us the status of this contract.

Thanking you kindly and awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

-4.18

fab

ANSWERED
H. B. GLAISYER

REFERRED TO
Engineer
BY SECRETARY

give me information
for reply.
HMS

RECEIVED
OCT 24 1944
OREGON
STATE HIGHWAY COMMISSION

9-1211

January 18, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 2664 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Brothers-Harney County Line Rock Production Project on the Central Oregon Highway in Deschutes and Lake Counties. This copy is for your records and files. [illegible]

We are also sending an executed copy to the surety on your bond. [illegible]

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

FOR FILING

1-3-44

December 24, 1943

M. C. Lininger & Sons
P.O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the Brothers-Harney County Line Rock Production Project on the Central Oregon Highway, in Deschutes and Lake Counties. This award was based on your low bid of $65,417.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

AO

cc - S. H. Probert
G. S. Paxon

NOTED
RUTH SMITH

December [illegible]

9-4211

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today four copies of contract No. 2664, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Brothers-Harney County Line Rock Production Project on the Central Oregon Highway in Deschutes and Lake Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

[illegible]

NOTED
RUTH SMITH

12-4206 Umatilla Co. Line-Long Cr.Rock Prod.
Pendleton-John Day Highway 1943

#2665

RECEI[illegible]D
JAN 13 1945
FOR FILING

12-4206

January 11, 1945.

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, General Agents,
301 Yeon Building,
Portland 7, Oregon.

Your file: M. C. Lininger,
Contract No. 2665,
Bond 42 S 7479

Gentlemen:

This is to acknowledge receipt of your letter of January 10th, above file, relative to the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway (Rock Production) in Grant County, Oregon.

This job was completed on June 30, 1944 and accepted by the Highway Commission on September 12, 1944. The total contract price was $40,819.37.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jmo

ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

January 10, 1945

Oregon State Highway Commission
Salem, Oregon

Re: M. C. Lininger
Contact 2665.
Bond 42 S 7479

Dear Sir:

Will you please advise if the above captioned contract covering the Umatilla County Line-Long Creek project has been completed, and if it has been completed the total contract price and the date it was accepted.

Awaiting your kind advice and thanking you kindly, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By K W Lively

fab

Justo
prepare reply
RHB

RECEIVED
JAN 11 1945
OREGON
STATE HIGHWAY COMMISSION

12-4206

September 1, 1944

Aetna Casualty and Surety Company
Bates, Lively and Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2665 for work on the Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway, in Grant County, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $1890.48 will be made on or after September 11, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $40819.37 and that no force account work was performed therein. This contract was completed on June 30, 1944 but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
7.20

August 28th, 1944

COST ANALYSIS - FINAL REPORT

Pendleton-John Day Highway Rock Production Umatilla Co. Line-Long Creek
Contract #2665 M. C. Lininger & Sons, Contractors Prefix #12-4206
W. S. Hodge, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Rock in Stockpile	$3,365.39	1,522.8	Cu. Yd.	$2.21	$3.22	$4,903.42
3/4"-½" " " "	11,008.19	4,987.8	" "	2.21	3.22	16,060.72
½"-¼" " " "	6,958.63	3,148.7	" "	2.21	3.22	10,138.81
¼"-0 " " "	5,450.08	2,466.1	" "	2.21	3.22	7,940.84
Clearing & Grubbing of S.P. Sites	275.00	All			500.00	500.00
Leveling of S.P. Sites	275.00	All			500.00	500.00
S.P. Haul Adjustment, Favor of Contractor	71.27	593.9	Yd. Mi.	0.12	0.15	89.09
Price Agreement #1	453.71	205.3	Cu. Yd.	2.21	2.00	410.60
" " #2	237.85	951.4	" "	0.25	0.25	237.85
	$28,095.12					$40,781.33

Gross Revenue	$40,781.33
Total Cost	28,095.12
Net Profit	$12,688.21

Net Profit Equals 31.3% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Supervision	$1,500.00	
Labor	9,986.66	
Social Security	99.87	
Unemployment Insurance	299.61	
		$11,886.14
Equipment Rental, Supplies and Misc.:		
Equipment Rental (Includes Repairs)	$7,455.00	
Rented Equipment	715.00	
Gas, Oil & Grease	3,756.66	
Explosives	1,340.00	
Miscellaneous Supplies	451.01	
Move In and Lumber	1,114.56	
Freight & Express	150.65	
P.U.C. Fees	109.29	
Bond	408.84	
Interest	124.04	
Home Office & General Overhead	583.93	
		16,208.98
Total Cost		$28,095.12

REMARKS:

This project for the production of crushed rock in stockpile was bid and awarded December 23rd, 1943. As the contractors were engaged in other State contracts, work was not started until April 24th, 1944. Crushing was started May 27th, and completed June 21st. Final cleanup of the job was completed July 12th.

Equipment used by the contractors consisted of a 3/4 cu. yd. shovel, two pit trucks, the regular crusher set-up used by Liningers, six trucks hauling crushed rock to stockpile from crusher and miscellaneous shop equipment. As the six trucks used by the contractors for hauling crushed rock from the plant were insufficient to handle the amount crushed, temporary piles were made at the plant site and hauled to stockpiles after crushing operations were completed. Total cost of rehandling this rock was negligible, as the power shovel was required in dismantling the plant, and an operator was required for several days after crushing was completed.

The contractors set up at the existing quarry site, M.P. 77.95. This quarry had been used previously on other State jobs but broke finer when shot for this operation, and no great difficulty was experienced with oversize rock. Small amounts of boulders were sidecast by shovel and no effort made to reshoot. Quarry is about finished, and it is doubtful whether enough rock could be obtained for a future set-up.

A total of 12,330 cubic yards of material was produced in 440 working days. During this time the plant operated a total of 338 hours. Production averaged 28 cubic yards per hour working time and 37 cubic yards per hour operating time for crusher.

High bid prices, good supervision and good equipment allowed the contractors to make a large profit on this project. Production was considerably higher than that made by the contractors who used this same quarry in prior operations.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

AUG [illegible] 1944

12-4206

August 8, 1944

Aetna Casualty and Surety Co.
Bates, Lively and Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on Contract No. 2665, covering rock production on the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway, in Grant County. This payment, in the amount of $2,261.89, will be made on or after August 18, 1944. The retained percentage is $1,203.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisified, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #14 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1944

Section Umatilla-Long Creek

Kind of work Rock Production

Highway Pendleton-John Day

Section prefix 12-4206

Contractor M. C. Linegar & Sons

Contract number 2665

Date of contract October 23, 1943

Date of completion August 31, 1944

Date work started April 24, 1944

Estimated date of completion June 30, 1944

Amount of contract . . . . $ 39,640.00

Per cent of time elapsed 75.4 %

Estimated cost of completed project, exclusive of engineering . . . . $ 40,675.37

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1132.89, 47.6 %

Date project was completed June 30, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate is completed, but did not get it sent to La Grande today, will sent it Monday July 31, 1944.

RECEIVED
JUL 31 1944

NOTED
E. M.

Signed A. P. Hodge

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12000. ~~12280.3~~		
Estimated quantities moved or placed to date			12280.3		
Average daily quantities			540		
Average daily quantities necessary to complete project on time			0q		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

July 10, 1944

H. C. Lininger & Sons
Box 1386
Medford, Oregon

Gentlemen:

This office is advised that in connection with the Umatilla-Long Creek Project, Contract No. 2665, 400 cubic yards of material has been sold by your organization to outside parties.

The purpose of this communication is to call your attention to the fact that it is strictly against the rules and policy of the Highway Commission to dispose of any material from State owned quarries. An exception to this rule has been made in the case of counties and cities, but in these instances we have required the county or municipality involved to make a written request, and have considered each case on its individual merits. The Commission under no circumstances has permitted the sale of rock from State quarries to private parties.

We would be glad if you would make such arrangements as will insure the fact that no material from this or any other State quarry in which you are working is disposed of or sold to outside parties, except upon written request or with the written permission of this Department.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

CBM/k

cc H.C.Smith
Paul VanScoy

12-[illegible]

January 13, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 2665 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

RECEIVED
JAN 3 1944
FOR FILING

12-6

December 27, 1943

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today four copies of contract No. 2665, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DF

RECEIVED
JAN 3 1944

12-[illegible]

December 24, 1943

H. C. Lininger & Sons
P.O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant County. This award was based on your low bid of $33,640.00, submitted on that day.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

AD

cc - S. H. Probert
G. S. Paxson

NOTED
RUTH SMITH

DA-RM 62(1) Kernville-Euchre Mt. Sec., 1943
Siletz Secon. Hwy.

#2666

RECEIVED
JAN 11 1946
FOR FILING

DA-RM 62(1)

January 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of December 21, 1945, we are enclosing four copies of excerpt from the minutes on July 9, 1945, of the Highway Commission, covering time extension for Contract No. 2666, Project No. DA-RM 62 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
JAN 5 1946
FOR FILING

DA-RM 62-1

January 4, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of December 21, 1945, we are enclosing four copies of excerpt from the minutes on July 9, 1945, of the Highway Commission, covering time extension for Contract No. 2666, Project No. DA-RM 62 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

PUBLIC ROADS
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

December 21, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon Project DA-RM 62(1), Kernville - Euchre Mountain Section of the Siletz Highway, we note that we have not received copies of the minutes of the Highway Commission extending the contract time.

Please forward these at your earliest convenience, as the final voucher cannot be recommended for payment until they have been received.

Very truly yours,

T. M. DAVIS
District Engineer.

By: H A Stoddart
H. A. STODDART
Sr. Highway Engineer.

RECEIVED
[illegible] 2 1945
STATE HIGHWAY COMMISSION

REC [illegible] D
JUL 16 1945
FOR FILING

DA-RM 62(1)

July 13,1945

Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2666, for work on the Kernville-Euchre Mountain Section of the Siletz Highway, in Lincoln County, has been completed by the contractor, J. S. Risley, and that final payment in the amount of $1,745.50 will be made on or after July 24, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $58,183.18 and that no force account work was performed therein. This contract was completed on May 28, 1945, and accepted by the Commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-13-45 GL

DA-RM 62-1

July 11, 1945

Mr. J. S. Risley
Rte. 10, Box 800
Milwaukie, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extension of time requestd, from August 31, 1944 to May 28, 1945, without penalty, in connection with contract No. 2666 for regrading, surfacing and rock production on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: F. D. Mason
Division Engineer

DA-RM

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division Eight

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 19 1945
FOR FILING

July 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-RM 62(1), Kernville-Euchre Mt. Section of the Siletz Highway ____________, was made by a representative of this office on June 25, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jom

FOR FILING

PA-RM 64(1)

June 25th, 1945

Mr. H. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for J. S. Risley on his Contract No. 2606, Kernville-Euchre Mountain Section of the Siletz Secondary Highway, PA-RM 64(1).

The date of award was December 23rd, 1943; the specified date of completion was August 31st, 1944. The job was completed in July of 1944 with the exception of a small amount of burning which could not be done on account of the fire restrictions. This burning has now been completed as of May 24th, 1945.

The extension is recommended without penalty.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

B

cc to: H. G. Smith

DA-RM 62-1

June 13, 1945

Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. S. Risley, on contract No. 2666, covering regrading, surfacing and rock production on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway, in Lincoln County. This payment, in the amount of $2,517.26, will be made on or after June 25, 1945. The retained percentage is $1,745.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG gl

NOTED ON CARD
6-13-45-gl

FOR FILING

DA-RM 62-1

June 9, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on May 28, 1945, on Contract No. 2666, Kernville-Euchre Mountain Section, in connection with Federal Aid Project No. DA-RM 62 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

May 28, 1945

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

Replying to your inquiry of May 25, concerning the completion of the Kernville-Euchre Mountain Section, Contract No. 2666, will say our investigation reveals that the rock has been furnished on this job but the contractor has not burned the accumulated debris nor cleaned up generally. The last estimate shows the contract price to be $56,985.00, with no force account. The contract has not been officially completed nor accepted by the Highway Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

FOR FILING

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

May 25, 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

(August [illegible])

RE: 42 S 7466 -- J. S. Risley

Will you kindly advise us if the work in connection with the above captioned bond covering the Kerrville Euchre Mountain Section, Contract No. 2666 has now been officially completed and accepted, and if so advise the date of acceptance. Also, please advise the total contract price and the date of final payment.

not

$56,985

Awaiting your kind advice and thanking you kindly in advance, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY:

aw

[illegible]

RECEIVED
MAY 2 8 1945
COMMISSION

FOR FILING

DA-RM 62-1

March 3, 1945

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Co.,
Yeon Building,
Portland 4, Oregon.

Gentlemen:

This has reference to your letter of March 1st, file J. S. Risley, Bond 42-8-7466, covering work on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County, Contract No. 2666 (DA-RM ~~16~~(1). 62

Our records indicate that the completion date of this contract was shown as August 1, 1944, however this job has not been officially completed nor accepted, due to the fact that the contractor has failed to do the necessary burning and clearing work. Due to present weather conditions, it no doubt will be June or July before this work can be accomplished.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jec

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

March 1, 1945

Oregon State Highway Commission
Salem, Oregon

Re: J.S.Risley
Bond 42 S 7466

Dear Sir:

Will you please be kind enough to advise if the work in connection with the above captioned bond covering the Kerrville Euchre Mountain Section, contract No. 2666 has been completed? If the work has been completed will you please advise the date of acceptance and the total contract price.

Awaiting your kind advice and thanking you kindly in advance, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

Jutta

please prepare reply

H.S.

RECEIVED
2 - 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 - 1945
FILING

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 62(1)

January 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-RM 62(1)
Kernville-Euchre Mt. Section
Siletz Secondary Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 31 1945
OREGON
STATE HIGHWAY COMMISSION

Jeon

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of October, 1944

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand and 00/100 dollars ($33,000.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917;** (Include date and citation of act of legislature by which authorized)

~~[illegible]~~ **Chap. 31, laws 1920; Chap. 529, laws 1939.**

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **mile post 0.00 at the junction with the Oregon Coast Highway in Section 11, T. 8 S., R. 11 W., W.M., and mile post 18.05 in Section 15, T. 9 S., R. 10 W., W.M.**

, length **18.05** miles, in **Lincoln** County,

being ~~Section~~ **of Oregon Defense Access** project No. **DA-EM 62(1)**, consisting of

18.05 miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] ______ of said project shall not in any event exceed the sum of thirty-three thousand and 00/100 dollars ($33,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-one thousand, six hundred eighty-three and 50/100 dollars ($71,683.50), the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of DEC 19 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______

Chairman, State Highway Commission
(Title of officer)

By A W Schaupp

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

RECOMMENDED FOR APPROVAL:

______
STATE HIGHWAY ENGINEER

Attest ______
Secretary

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-EM 62(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 71,683.50 as the total estimated cost of said project, and the sum of $ 33,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______
one thousand nine hundred and DEC 19 1944

Federal Works Administrator,

By W.J. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

DA-RM 62(1)

January 9, 1945

Bates, Lively & Pearson, Agents,
The Aetna Casualty & Surety Company,
301 Yeon Building,
Portland 7, Oregon.

Your file: 42 S 7466
J. S. Risley

Gentlemen:

This is to acknowledge receipt of your letter of January 8th, your file as noted above, relative to State Highway Contract No. 2666 covering work on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County.

Records indicate that the actual work was completed on July 15th, however, the contractor has failed to do the clearing work, although this has been called to his attention, and until this clearing has been accomplished, the Commission cannot accept the job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jec

THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

January 8, 1945

Oregon State Highway Commission
Salem, Oregon

Re: 42 S 7466
J. S. Risley

Gentlemen:

Will you please advise if the Contract No. 2666, in connection with the Siletz Secondary highway in Lincoln County, Kernsville-Euchre Mountain Section has been completed. If it is completed will you please kindly advise the date of the acceptance and the total contract price. If it has not been completed we would appreciate you giving the status report of this project.

Thanking you kindly and awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By Lively

fab

REFERRED TO Jutte
BY SECRETARY
prepare reply

RECEIVED
JAN 9 - 1945
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

DA - RM 62 (1)

October 26, 1944

Bates, Lively & Pearson
Insurance General Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

Reply is made to your letter of October 23 inquiring as to the status of contract No. 2666, J. S. Risley, contractor, for the regrading, surfacing and rock production on the Kernville-Euchre Mountain Section of the Siletz Secondary Highway in Lincoln County.

The records disclose that this job is completed with the exception of the clean-up work, which, indications are, will be finished shortly. The job has not been officially completed as yet; neither has it been accepted by the Highway Commission, in view of which we are unable to advise you of the total contract price.

If you will write us again within the next two or three weeks, it might be possible to supply you with such information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

[illegible] of clearing work. Probably will be done this month or next.

Not yet accepted. We do not yet have total contract price.

PORTLAND, OREGON

October 23, 1944

Commission

Re: 42 S 7466
J. S. Risley

vised that the Contract 2666, in connection ndary highway in Lincon County, Kernville- ion has been completed. If it is completed will you please kindly advise the date of the acceptance and the total contract price. If it has not been completed we would appreciate you giving the status report of this project.

Thanking you kindly and awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

REFERRED TO Engineer
BY SECRETARY

Get me information for reply.

RECEIVED
OCT 24 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

October 23, 1944

Oregon State Highway Commission
Salem, Oregon

Re: 42 S 7466
J. S. Risley

Gentlemen:

We have been advised that the Contract 2666, in connection with the Siletz Secondary highway in Lincon County, Kernville-Euchre Mountain Section has been completed. If it is completed will you please kindly advise the date of the acceptance and the total contract price. If it has not been completed we would appreciate you giving the status report of this project.

Thanking you kindly and awaiting your kind advice, we remain,

Very truly yours

BATES, LIVELY & PEARSON

By

fab

REFERRED TO.
Engineer
BY SECRETARY

get me information
for reply.
OWS.

RECEIVED
OCT 24 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

DA-RM 62(1)

October 30, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Kernville-Euchre Mountain Section, Project No. DA-RM 62 (1).

Likewise are enclosed three copies of right of way statement requested in your letter of October 11, 1944, transmitting the copies of project agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS
Encl.

KERNVILLE-EUCHRE MOUNTAIN SECTION

PROJECT NO. DA-RM 62 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 30, 1944

A RM 62(1)

DISTRICT ONE

October 11, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-RM 62(1), Kernville-Euchre Mountain Section of the Siletz Highway. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Our file indicates that we have not received a written statement that all right of way has been received, supplementing the conditional statement of December 10, 1943. Will you please send us the required clear certificate to complete the file.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
OCT 13 1944
OREGON
STATE HIGHWAY COMMISSION

RM 62-1

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Kernville-Euchre Mountain Section, Project No. DA-RM 62 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

KERNVILLE-EUCHRE MOUNTAIN SECTION

OF THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, August 30, 1944

All Required	Preliminary Engineering		$ 2,000.00

CONSTRUCTION

Rock Surfacing (M.P. 5.55 to M.P. 13.00)

1,000	cu. yds.	Rock Embankment in Place	$ 1.50	$ 1,500.00
7,500	cu. yds.	1" - 0" Rock in Surfacing	2.70	20,250.00
20,000	yd. mi.	Hauling Rock Surfacing	.20	4,000.00
200	M-gals.	Sprinkling	1.00	200.00
			Subtotal	$25,950.00
			10% Engr. & Cont.	2,595.00
			Total	$28,545.00

Length 7.450 miles
Cost per mile $3,831.54

Grading (M.P. 17.72 to M.P. 18.05)

All Required		Clearing and Grubbing		$ 3,000.00
110	cu. yds.	Structural Excavation, Unclassified	$ 3.00	330.00
20	cu. yds.	Trench Excavation, Unclassified	5.00	100.00
15,000	cu. yds.	General Excavation, Unclassified	.80	12,000.00
180	lin. ft.	18" Concrete Pipe	3.00	540.00
40	lin. ft.	24" Concrete Pipe	5.00	200.00
110	lin. ft.	Salvaging Culvert Pipe	1.50	165.00
			Subtotal	$16,335.00
			10% Engr. & Cont.	1,633.50
			Total	$17,968.50

Length 0.330 mile
Cost per mile $54,450.00

[illegible]

[illegible]

[illegible]

Maintenance Materials (Contract Work)

600	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	$ 2.30	$ 1,380.00
2,400	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	2.30	5,520.00
2,000	cu. yds.	½" - ¼" Crushed Rock in Stockpile	2.30	4,600.00
1,000	cu. yds.	¼" - 0" Crushed Rock in Stockpile	2.30	2,300.00
3,000	yd. mi.	Hauling Crushed Rock, Pile Measure	.30	900.00
		Subtotal		$14,700.00
		10% Engr. & Cont.		1,470.00
		Total		$16,170.00

State Force Work

All Required	Spot Patching Oiled Surfacing (M.P. 0.0 to M.P. 5.5) and Surfacing Work (M.P. 13.00 to M.P. 18.05)	$ 8,000.00
		$24,170.00

SUMMARY OF FUNDS

Item	Total Cost	Federal Access Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 694.00	$ 306.00
Construction			
Surfacing Work	28,545.00	19,826.00	8,719.00
Grading Work	17,968.50	12,480.00	5,488.50
Maintenance Materials and State Force Work	24,170.00	- -	24,170.00
	$ 71,683.50	$33,000.00	$38,683.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1944, 19

Section Kernville-Euchre Mountain

Kind of work Regrading-Surfacing-Rock Production

Highway Siletz

Section prefix 121-1013

Contractor J.S.Risley

Contract number 2666

Date of contract Dec. 23, 1943, 19

Date of completion Aug. 31, 1944, 19

Date work started Jan. 18, 1944, 19

Estimated date of completion , 19

Amount of contract $ 56,985

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 58,394.30

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3590, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Self and transitman completed final Monday. Held for P.A. Will ship without P.A. on extra culvert pipe next Monday and take up pipe on purchase order. There remains disposal of clearing material which will have to be taken care of by a retained percentage.

NOTED
E. M.

Signed S J Wallis

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

[illegible] ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1944, 19

Section Kernville--Euchre Mountain	Kind of work Regrading Surfacing-Rock Production
Highway Siletz	Section prefix 121-1013
Contractor J.S.Risley	Contract number 2666
Date of contract Decl 23, 1943, 19	Date of completion Aug. 31, 1944, 19
Date work started Jan. 18, 1944 ~~[illegible]~~, 19	Estimated date of completion July 15, 1944, 19
Amount of contract . . . . $ 56,985	Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 59,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 3500, %	Date project was completed July 15, 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Self and transitman worked Monday and and Transitman and chainman Sat. P.M. Balance of week on Taft survey. Work was suspended on final for this work. Final will probably be out the end of next week.

JUL 31 1944

NOTED
E. M. [illegible]

Signed J. Wallis

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

DA-RM

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1944, 19

Section Kernville--Euchre Mountain

Kind of work Regrading--Surfacing-Rock Production

Highway Siletz Secondary

Section prefix 121-1013

Contractor J.S.Risley

Contract number 2666

Date of contract Dec. 23, 1943, 19

Date of completion Aug. 31, 1944, 19

Date work started Jan. 18, 1944, 19

Estimated date of completion ~~Aug. 15~~ July 15, 1944, 19

Amount of contract . . . . $ 56,985

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering . . . . $ 59,000

Per cent of contract completed, based on total contract price . . . . 99 %

Engineering cost to date, $ 3400, 5.9 %

Date project was completed July 22, 1944**, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all items under the contract except for disposing of logs and stumps accumulated during clearing and grubbing operations. He is deferring that item till later date.

Survey party completed remeasuring the Mountain Friday evening and stareted office work for final records today.

Contractor started removing plant etc. July 17, and will no doubt complete sometime next week.

RECEIVED
JUL 24 1944

Signed J. Wallis

Address Newport

NOTED
E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

STATE HIGHWAY COMMISSION
SALEM

H. B. GLAISYER
SECRETARY

July 13, 1944

DA-RM 62-1

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work, covering the construction of eight outfall flumes on the Kernville-Euchre Mountain Project, DA-RM 62 (1).

These flumes to be constructed to save fill slope from washing out at the outfall of culvert pipes.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

FOR FILING

BF-EM 62-1

Salem, Oregon
March 1, 1944

Proposed Sale of Dynamite
at Alsea

Mr. E. A. Collier
Maintenance Engineer
Office

Dear Sir:

Reference is made to your communication of February 29 regarding proposed sale of dynamite to Mr. Risley, contractor on State Contract No. 2666.

I contacted Chairman Banfield and Commissioner Chessman by phone, and both approved the sale of this material at $10.00 per hundred pounds, or a total of $230.00 for the 2300-pound lot.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JV

cc: S. H. Probert
R. H. Baldock

Mr. Baldock: I can tell you a little more about this.

C. B. M.

JOHN DAY

SALEM

February 29, 1944

IN REPLY PLEASE
REFER TO FILE NO.
Proposed Sale
of Dynamite

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

We have stored, at Alsea, 2300 lbs. of 20% dynamite. This was purchased for the Wolf Creek Highway in 1941, at a cost of $10.09 per 100 lbs., Portland. This powder is now three years old, and we do not have any immediate need for it. It should be disposed of because it is deteriorating, both in strength and in safety.

Mr. Risley, contractor on State contract #2666 for grading and surfacing on the Siletz Highway, has indicated that he would consider the purchase of this material. The Corvallis local dealers quote a price of $12.70 per 100 lbs., in [illegible] lots.

Since the prospective purchaser is a State contractor and the powder will be used on a State contract, I wish to recommend that we offer it to Mr. Risley at $10.00 per ~~ton~~ hundred at Alsea.

Our ordinary practice would be to advertise this material for sale, but we understand Mr. Risley will want this powder within the next two weeks, so I suggest that some of the Commission be contacted by phone, and their approval secured, so that the sale can be made in the near future.

If you consider this unwise, I suggest that the matter be presented to the Commission at their next meeting, with the recommendation that they set a price of $10.00 per 100 lbs. for this powder, so, in case Mr. Risley does not use it, we will be able to dispose of it to others without delay.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH

DA-RM 12-1

January 13, 1944

J. S. Risley
Route 10 Box 800
Milwaukie, Oregon

Dear Sir:

We are sending you today a fully executed copy of contract No. 2666 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Kernville-Euchre Mountain Section of Siletz Secondary Highway in Lincoln County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

RO

RUTH SMITH

RECEIVED
FEB 1[illegible] 1944

17-7-[illegible] 62-1

SALEM

January 5, 1944

IN REPLY PLEASE
REFER TO FILE NO.

Kernville-Euchre Mountain
Section, Siletz Sec. Hwy.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith letter from Mr. Eason, requesting permission to pay 7¢ royalty for gravel for Siletz Secondary Highway, to rock Euchre Mountain. This grading will not be performed until late Spring. The floods may bring some more gravel to our present set-up.

But if not, I recommend permission be given to pay 7¢ royalty. Please advise.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
Encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 4, 1944

SUBJECT: Kernville-Euchre Mountain Section,
Siletz Secondary Highway

To: Mr. E. A. Collier
Maintenance Engineer

Dear Sir:

In connection with the Kernville-Euchre Mountain Section of the Siletz Secondary Highway for which a contract for improvement has just been let on a cooperative plan with the Government, it was provided that certain grading work be performed under the contract from M. P. 17.9 to M. P. 18.2 to improve the narrow grade along the surface of Euchre Mountain. This isolated piece of work is so far removed from the contract surfacing work that it was proposed to take care of the needed surfacing from a nearby State dragline operation at M. P. 17.5. We have taken from the Siletz River several thousand yards of gravel from this source and placed it along this section of the Secondary Highway. At this time the material is practically exausted and must await replenishment from flood action in the river which may or may not occur this winter.

The contractor will probably grade this Euchre Mountain Section sometime in the late spring and it is desired that we have the gravel surfacing material in stockpile to place on the new grade immediately upon completion of the grading work. There is a very suitable gravel bar where considerable material is now available 2½ miles farther down the river. The owner of this bar refuses to permit our taking the material from this source for less than 7¢ royalty. It is requested that permission be granted to purchase material from the owner, a Mr. Garland, on this basis for a total amount of approximately 5,000 yards.

Yours very truly,

F. D. EASON
Division Engineer

FDE:LC
R. H. Baldock

FOR FILING

17-14 6.r

December 27, 1943

Mr. J. S. Risley
Route 10
Box 800
Milwaukie, Oregon

Dear Sir:

We are sending you today four copies of contract No. 2666, which was awarded to you by the State Highway Commission on December 23, 1943, covering regrading, surfacing and rock production on the Kernville-Buchre Mountain Section of the Siletz Secondary Highway, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DT

PA-RM 62-1

December 24, 1943

Mr. J. S. Risley
Route 10, Box 800
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the Kernville-Euchre Mountain Section of Siletz Secondary Highway in Lincoln County. This award was based on your low bid of $56,985.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

[illegible]

cc - S. H. Probert
G. S. Paxson

NOTED
RUTH SMITH

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILES

December 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Access Road Project No. DA-RM 62(1), the Kernville-Euchre Mountain Section of the Siletz Secondary Highway, to J. S. Risley, Milwaukie, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 28 1943
OREGON
STATE HIGHWAY COMMISSION

DA-PM 62-1

December 15, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of Form PR-1-PA and five copies of Form PR 101, covering preference rating and material requirements for the Kernville-Euchre Section, Project No. DA-PM 62 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

December 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been notified that Oregon project DA-WR 62, Siletz River Timber Access Road, was certified by the War Production Board on December 14 and approved by the Commissioner of Public Roads as of November 24, 1943. Charges against the project are therefore reimbursable as of November 24.

You have previously been authorized to advertise the project. If satisfactory bids are received, we will be in a position to concur in the award provided that right of entry with respect to rights of way not acquired is first obtained.

Construction may proceed in this instance since the project is a timber access road prior to receipt of the preference rating [illegible] which you forwarded on November 13, 1943, with the understanding that the authorization for use of critical materials may later be denied, and provided that you are willing to proceed with this understanding.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible] - [illegible] Crushed Rock in Stock- [illegible] 3.00 [illegible]

[illegible] to accompany plans and specifications. Not as basis for project agreement.) 3.00 6,000.00

Salem, Oregon, December 10, 1943

All Required	Preliminary Engineering		$ 2,000.00

CONSTRUCTION

Rock Surfacing (M.P. 5.55 to M.P. 13.00)

1,000 cu. yds.	Rock Embankment in Place	$ 1.50	$ 1,500.00
7,500 cu. yds.	1" - 0" Rock in Surfacing	2.60	19,500.00
20,000 yd. mi.	Hauling Rock Surfacing	.12	2,400.00
200 M-gals.	Sprinkling	1.50	300.00
	Subtotal		$23,700.00
	10% Engr. & Cont.		2,370.00
	Total		$26,070.00

Length 7.450 miles
Cost per mile $ 3,499.32

Grading (M.P. 17.72 to M.P. 18.05)

All Required	Clearing and Grubbing		$ 500.00
110 cu. yds.	Structural Excavation, Unclassified	$ 2.50	275.00
20 cu. yds.	Trench Excavation, Unclassified	2.50	50.00
15,000 cu. yds.	General Excavation, Unclassified	.75	11,250.00
180 lin. ft.	18" Concrete Pipe	3.50	630.00
40 lin. ft.	24" Concrete Pipe	4.50	180.00
110 lin. ft.	Salvaging Culvert Pipe	1.00	110.00
	Subtotal		$12,995.00
	10% Engr. & Cont.		1,299.50
	Total		$14,294.50

Length 0.330 mile
Cost per mile $ 43,316.66

STATE WORK (NO FEDERAL PARTICIPATION REQUESTED)

Maintenance Materials (Contract Work)

600	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	$ 3.00	$ 1,800.00
2,400	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	3.00	7,200.00
2,000	cu. yds.	½" - ¼" Crushed Rock in Stockpile	3.00	6,000.00
1,000	cu. yds.	¼" - 0" Crushed Rock in Stockpile	3.00	3,000.00
3,000	yd. mi.	Hauling Crushed Rock, Pile Measure	.12	360.00
		Subtotal		$18,360.00
		10% Engr. & Cont.		1,836.00
		Total		$20,196.00

State Force Work

All Required	Spot Patching Oiled Surfacing (M.P. 0.0 to M.P. 5.5) and Surfacing Work (M.P. 13.00 to M.P. 18.05)	8,000.00
		$28,196.00

SUMMARY OF FUNDS

Item	Total Cost	Federal Access Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,558.00	$ 442.00
Construction			
Surfacing Work	26,070.00	20,307.00	5,763.00
Grading Work	14,294.50	11,135.00	3,159.50
Maintenance Materials and State Force Work	28,196.00	- -	28,196.00
	$70,560.50	$33,000.00	$37,560.50

PR 46

Roadway (Kernville-Euchre Mountain)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1944

State Oregon

Completion Date (Est.) Aug. 31, 1944

Project No. DA-[illegible] 62 (1)

Estimated Total Cost Roadway $ 63,055.00

Length: Miles 7.780

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	16	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	550
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 10 1943
[illegible]

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-RM 62(1), the Kernville-Euchre Mountain Section of the Siletz Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authorization to advertise the project for bids.

Our further action must be predicated on notice of certification which has not yet been received.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Senior Highway Engineer

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OREGON
STATE HIGHWAY COMMISSION

KERNVILLE-EUCHRE MOUNTAIN SECTION

PROJECT NO. DA-RM 62 (1)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within twelve days.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 10, 1943

SN-U-FAS 251-A-2 Idaho State Line- 1943
Malloy Ranch, I.O.N.
#2667 Hwy.

FORM S-123X 10M 2-46

[redacted]

[redacted]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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FOR FILING

FAS 291-A-2

March 14, 1946

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: Mr. Truman Joiner
Controller

Gentlemen:

We acknowledge your letter of the 7th in which you make further inquiry as to the exact amounts owed to you in connection with our contracts Nos. 2649 and 2667.

With respect to contract No. 2649, we find that your figure of $10,997.25 was correct as far as semi-final estimate No. SF-13 was considered, but in making the final computations, our Checking Engineer made the following adjustment in this estimate as indicated on the final estimate No. 14-F:

Contract 2649

Semi-final Estimate SF-13	$10,997.25
Item 2 - - Trench Excavation	+ 1.20
Item 3 - - General Excavation, Unclassified	- 14.44
Item 4 - - Truck Haul	- 64.95
S. P. Haul, Adjustment Stockpiled Materials	- 335.01
P. A. #2 Cement Adjustment	- 25.44
Extra Work	+ 266.48
Final Estimate No. 14-F	$10,825.09

With respect to contract No. 2667, we find a similar situation. The amount indicated on the semi-final estimate No. SF-6 was $1,261.52, but in preparing the final estimate, our Checking Engineer made the following correction, which is also indicated on the final estimate No. 7-F.

Yellow copy filed: FAS 32-B-1
#2649

Contract 2667

Semi-final Estimate SF-6	$ 1,241.52
Item 2 - - General Excavation, Unclassified	- 37.35
Final Estimate No. 7-F	$ 1,204.17

We trust this gives you the information that you desire.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE:ga

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 251-A-2

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAS 251-A(2)
Idaho State Line-Molloy Ranch Section
I.O.N. Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
23 1945
STATE HIGHWAY COMMISSION

Two

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 4(b) of the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the 6th day of July, 1943, a revised project statement, which was approved on the 13th day of November, 1943, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, one hundred thirty and 00/100 dollars ($35,130.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 4+00 in the NE¼ Sec. 11, T. 27 S., R. 46 E., and Survey Station 124+57.3 at the Oregon-Idaho State Line, in Sec. 31, T. 26 S., R. 47 E., excepting therefrom the bridge between Survey Stations 9+68.5 and 11+19.5

, length 2.258 miles, in Malheur County, being Section A(2) of Oregon Federal Aid Secondary project No. SE-E-FAS/251, consisting of 2.258 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator and the following conditions:

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 9 1945, 19__.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By [illegible]
Chairman, State Highway Commission

RECOMMENDED FOR APPROVAL:

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of thirty-five thousand, one hundred thirty and 00/100 dollars ($35,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-three thousand, three hundred sixty-two and 00/100 dollars ($43,362.00), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed

preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

H H Searcy Jr
RETARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. SN-U-FAS 251-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 43,362.00 as the total estimated cost of said project, and the sum of $ 25,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and MAR - 9 1945

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAS 251-A(2), Molloy Ranch-Idaho State Line Section of the I.O.N. Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 10 1945
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND 5, OREG.

January 25, 1945

FAS 251-A(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAS 251-A(2), Idaho State Line-Molloy Ranch Section of the I.O.N. Highway, was made by a representative of this office on November 17, 1944.

The agreement estimate has been recommended for this project and preparation of the project agreement is under way. We have not yet received customary copies of the contract under which construction was carried out. Prompt submission of this, and later, of the final voucher after completion of the agreement will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
JAN 26 1945
OREGON
STATE HIGHWAY COMMISSION

Lo-

FA 251-A-2

January 17, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Molloy Ranch-Idaho State Line Section, Project No. SN-U-FAP 251-A (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

MOLLOY RANCH-IDAHO STATE LINE SECTION

OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 8, 1944

Original Project (Sta. 4+00 to 59+20)

All Required		Clearing and Grubbing (45%)		$ 90.00
2,800	cu. yds.	General Excavation, Unclassified	$ .50	1,400.00
1,120	yd. mi.	Truck Haul	.20	224.00
2,600	lin. ft.	Rounding Outbanks	.10	260.00
1.02	miles	Finishing Roadbed and Slopes	500.00	510.00
2,200	cu. yds.	4" - 2" Rock in Base	2.75	6,050.00
1,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.95	3,245.00
90	M-gals.	Sprinkling	2.50	225.00
1.02	miles	Preparation of Base	500.00	510.00
650	cu. yds.	Furnishing and Placing Aggregates	4.00	2,600.00
43	tons	Furnishing and Placing 151-200 Asphalt	35.00	1,505.00
12	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	480.00
			Subtotal	$17,099.00
			10% Engr. & Cont.	1,709.90
			Total	$18,808.90

Length of Roadway 1.020 miles
Cost per mile $18,440.09

Note: Oiling not to be constructed across bridge.

Extension (Sta. 59+20 to 124+57.3)

All Required		Clearing and Grubbing (55%)		$ 110.00
3,800	cu. yds.	General Excavation, Unclassified	$ .50	1,900.00
1,480	yd. mi.	Truck Haul	.20	296.00
3,400	lin. ft.	Rounding Outbanks	.10	340.00
1.24	miles	Finishing Roadbed and Slopes	500.00	620.00
2,800	cu. yds.	4" - 2" Rock in Base	2.75	7,700.00
1,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.95	4,425.00
110	M-gals.	Sprinkling	2.50	275.00
1.24	miles	Preparation of Base	500.00	620.00

[illegible]-IDAHO STATE LINE SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1943

Original Project (Sta. 4+00 to 59+20)

All Required		Clearing and Grubbing (45%)		$ 225.00
2,800	cu. yds.	General Excavation, Unclassified	$ .80	2,240.00
1,120	yd. mi.	Truck Haul	.15	168.00
2,600	lin. ft.	Rounding Cutbanks	.10	260.00
1.02	miles	Finishing Roadbed and Slopes	400.00	408.00
2,200	cu. yds.	4" - 2" Rock in Base	2.50	5,500.00
1,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	2,750.00
90	M-gals.	Sprinkling	2.50	225.00
1.02	mile	Preparation of Base	200.00	204.00
650	cu. yds.	Furnishing and Placing Aggregates	3.75	2,437.50
43	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,720.00
12	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	480.00
			Subtotal	$16,617.50
			10% Engr. & Cont.	1,661.75
			Total	$18,279.25

Length of Roadway 1.020 miles
Cost per mile $17,920.83

Note: Oiling not to be constructed across bridge.

Extension (Sta. 59+20 to 124+57.3)

All Required		Clearing and Grubbing (55%)		$ 275.00
3,800	cu. yds.	General Excavation, Unclassified	$ .80	3,040.00
1,480	yd. mi.	Truck Haul	.15	222.00
3,400	lin. ft.	Rounding Cutbanks	.10	340.00
1.24	mile	Finishing Roadbed and Slopes	400.00	496.00
2,800	cu. yds.	4" - 2" Rock in Base	2.50	7,000.00

[illegible]		[illegible]	[illegible]	[illegible]
650	cu. yds.	Furnishing and Placing Aggregates	3.75	[illegible]
57	tons	Furnishing and Placing 151-200 Asphalt	40.00	2,280.00
16	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	640.00
		Subtotal		$21,753.50
		10% Engr. & Cont.		2,175.35
		Total		$23,928.85

Length 1.238 miles
Cost per mile $19,328.02

Item	Total Cost	Strategic Network Funds	State Funds
Original Project	$ 18,279.25	$ 14,690.00	$ 3,589.25
Extension	23,928.85	19,230.00	4,698.85
	$ 42,208.10	$ 33,920.00	$ 8,288.10

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1944

State Oregon

Completion Date (Est.) Aug. 15, 1944

Project No. SN-U-FAS 251-A (2)

Estimated Total Cost Rdwy. $ 42,20[illegible].10

Length: Miles 2.268

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	17,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

December 9, 1943

MOLLOY RANCH-IDAHO STATE LINE SECTION

PROJECT NO. SN-U-FAS 251-A (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 10, 1943

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 251-A(2), the Molloy Ranch-Idaho State Line Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By:
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming the writer's telephone conversation today with Mr. Nash, we are telegraphically advised as follows:

> "Retel second Probert to Baldock Oregon SN-U-FAS 32, 251 and 256. Administrator has approved increase in allocation SNU funds to total $909,630 based on revised estimate of $1,123,000. Satisfactory to participate to this amount if necessary."

As pointed out to Mr. Nash, it is our understanding that the figure of $1,123,000 is derived by adding the present contract cost of $383,000 to the estimated cost of $740,000 for the remaining 47 miles.

Also confirming the writer's verbal statement, we will recommend P.S.& E. without submission of plan and profile sheets for the sections which have already been improved with Federal funds and for which plans have already been submitted for either Secondary or Federal Lands projects. It is our understanding that in your index of the plan sheets you will make reference to the particular projects for which plan and profile have already been submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

January [illegible], 1945

FAS 251-A-2

United Pacific Insurance Co.,
Karen Carter, Agent,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2667 for work on the Idaho State Line-Molloy Ranch Section of the I-O-N Highway in Malheur County, has been completed by the contractor, Morrison-Knudsen Company, Inc., and that final payment in the amount of $1,204.17, will be made on or after January 12, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any,

For your information, we wish to advise that the total contract amount is $41,993.31, of which amount $240.42 represents the amount of force account items. This contract was completed on November 10, 1944 and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

NOTED ON CARD
JEO 1/2/45

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Gentlemen:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from August 15, 1944, to November 10, 1944, without penalty in connection with Contract No. 2667 for work on the Idaho State Line-Molley Ranch Section of the I. O. N. Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

YMF
CC to: Mr. Paul VanScoy

NOTED ON CARD
12/21

December 18, 1944

United Pacific Insurance Co.
Karen Carter, Agent
527 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morrison-Knudsen Company, Inc., on contract No. 2667, covering the grade widening, surfacing and oiling of the Idaho State Line-Molloy Ranch Section of the I. O. N. Highway, in Malheur County. This payment, in the amount of $4,571.89, will be made on or after December 28, 1944. The retained percentage is $1,261.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

ILED ON CARD

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 25, 1944 , 19

Section Idaho State Line - [illegible]

Highway I. O. N.

Contractor Morrison-Knudsen Co. Inc.

Date of contract Dec. 23, 1943 , 19

Date work started Feb. 10, 1944 , 19

Amount of contract . . . . $ [illegible]

Kind of work Widening, Surfacing & Oiling

Section prefix [illegible]

Contract number 2007

Date of completion Aug. 15, 1944 , 19

Estimated date of completion Nov. 10, 1944 , 19

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 41,480.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2500.00 , 6.1 % Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final is ready for submission, will hold it and ship with the adjacent project when it is ready.

Signed O. C. Hall.

Address Jordan Valley, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

7AS-251-A-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Section Idaho State Line - Molloy Ranch

For Week Ending Nov. 25, 1944, 19

Highway I. O. N.

Kind of work Widening, Surfacing & Oiling

Contractor Morrison-Knudsen Co., Inc.

Section prefix 123 - 1033

Date of contract Dec. 23, 1943

Contract number 2667

Date work started Feb. 15, 1944, 19

Date of completion Aug. 15, 1944

Amount of contract $39,420.00, 19

Estimated date of completion Nov. 10th, 1944, 19

Estimated cost of completed project, exclusive of engineering

Per cent of time elapsed

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.26	2.26		2.26	
Miles partially completed	All	All		All	
Miles completed	"	"		"	
Total estimated quantities	5,000	7823		1555	
Estimated quantities moved or placed to date	All	All		All	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

7AS-251-A-2

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 25, 1944, 19

Section Idaho State Line - Molloy Ranch

Kind of work Widening, Surfacing & Oiling

Highway I. O. N.

Section prefix 123 - 1033

Contractor Morrison-Knudsen Co., Inc.

Contract number 2667

Date of contract Dec. 23, 1943, 19

Date of completion Aug. 15, 1944, 19

Date work started Feb. 15, 1944, 19

Estimated date of completion Nov. 10th, 1944, 19

Amount of contract $39,420.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $41,425.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 2,400.00, 6.1 %

Date project was completed Nov. 10th, 1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on this section this week.

Expect to work up the final estimate next week.

[illegible] 28 1944

Signed C. C. Gall,

Address Jordan Valley, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.26	2.26		2.26	
Miles partially completed	All	All		All	
Miles completed	"	"		"	
Total estimated quantities	5,000	7823		1555	
Estimated quantities moved or placed to date	All	All		All	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	None				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Snow 1"		
Friday	Fair		
Saturday	"		

FAS-251-A-2

November 15th, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2667, SS-S-FAS 251-A(2), Idaho State Line-Holley Ranch Section, under contract to the Morrison-Knudsen Company. The specified date of completion was August 15th, 1944, and the contract was actually completed on November 10th, 1944.

The extension of time is necessary by the usual delays incident to the scarcity of labor and worn-out condition of equipment due to war conditions. The scarcity of trucks has been particularly noticeable during the last few months.

I feel that the contractors prosecuted the work as rapidly as possible under the circumstances and recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

OCT 26 1944
FOR FILING

7AS-251-A.2

Oct. 25, 1944.

COPY

Morrison-Knudson Co., Inc.
319 Broadway (Box 1518)
Boise, Idaho.

Gentlemen:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by agreement of surety for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contracts Nos. 2649, Molloy Ranch-Hooker Cr., and No. 2667, Idaho State Line-Molloy Ranch, lie within this qualification. Will you kindly submit a request for an extension of time for each of these contracts, accompanied by the consent of the sureties, to this office at your earliest convenience.

Yours very truly,

R. H. Baldock,
State Highway Engineer.

H
CC to Paul Van Scoy
H. G. Smith

FA [illegible]-1-P-2

July 10, 1944

NOTED
State Highway Engineer

Mr. C. P. Humphrey
Supt., Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho.

Dear Sir:

We have your letter of July 5, 1944, addressed to "Mr. Brown, Public Roads Administration, Portland, Oregon," and the sample of 3/4"-0" crushed rock mentioned in your letter. We have no "Mr. Brown" in the Portland Office (District #1) of the Public Roads Administration.

We have performed the tests for gradation, liquid limit, and plasticity index, as requested, in the Public Roads laboratory at Portland. The following results are reported for this sample:

Liquid Limit - - - - - - - - -	44
Plasticity Index - - - - - - -	11

Gradation (Dry Screened)

Passing	3/4" square sieve - - - - - - - - -	100%
"	3/8" " " - - - - - - - - -	75.7%
"	1/4" " " - - - - - - - - -	58.6%
"	No. 4 sieve - - - - - - - - - - - -	43.8%
"	No. 10 " - - - - - - - - - - - -	25.8%
"	No. 40 " - - - - - - - - - - - - -	10.3%

The sample submitted was not identified as to source or specification requirements.

Very truly yours,

W. H. LYNCH
District Engineer

FAS 251-A-2

July 5, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is price agreement No. 1, covering the construction of a stock guard on the Idaho State Line-Malley Ranch Project, [illegible]-U-FAS 251-A (2).

Construction of this cattle guard is stipulated in Mr. Malley's option for the quarry 0.8 mile west of Mile Point 2.16.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JAN 18 1944
FOR FILING

January 13, 1944

Morrison-Knudsen Co., Inc.
310 Broadway
Boise, Idaho

Gentlemen:

We are sending you today by express a fully executed copy of contract No. [illegible] which was awarded to you on December 21, 1943, by the State Highway Commission, covering the Idaho State Line-Malloy Ranch section of the I.O.N. Highway in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

[illegible]
RUTH SMITH

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

CARROLL F. ZAPP
SECRETARY

FA. 231-A-2

January 4, 1943

Wegener & Daly, Inc.
First National Bank Building
Boise, Idaho

Gentlemen:

We enclose herewith four copies of Contract No. 2667 with the Oregon State Highway Commission covering grade widening, surfacing and oiling on the Idaho State Line-Molloy Ranch section of the I.O.N. Highway in Malheur County, Oregon.

Please complete the contract bond on all four copies of this contract, page 166, on behalf of United Pacific Insurance Company, then forward the same to an Oregon agent of the surety company for countersignature with the request that all four copies be then immediately sent to Oregon State Highway Commission, Salem, Oregon.

A copy of the power of attorney for the surety company should accompany the contracts on their return to the Oregon State Highway Commission.

Yours very truly,

Carroll F. Zapp

CFZ:vg
Enc.
✓ cc: Oregon State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

RECEIVED
JAN 6 1944
OREGON
STATE HIGHWAY COMMISSION

PH 1-A-3

December 28, 1943

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of contract No. 2667, which was awarded to you by the State Highway Commission on December 23, 1943, covering grade widening, surfacing and oiling on the Idaho State Line-Molley Ranch Section of the I. O. N. Highway in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DF

NOTED
RUTH SMITH

[illegible] 351-4-2

December 24, 1943

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Gentlemen:

The State Highway Commission on December 23, 1943, awarded you the contract for the Idaho State Line-Molloy Ranch Section of the I.O.N. Highway in Malheour County. This award was based on your bid of $39,420.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

[illegible]

cc - S. H. Probert
G. S. Paxon

NOTED
RUTH SMITH

MONTANA
OREGON
WASHINGTON

JAN 3 1944
FOR FILING

PORTLAND, OREGON

December 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAS 251-A(2), Idaho State Line-Molloy Ranch Section of the I.O.N. Highway, to Morrison-Knudsen Co., Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 28 1943
OREGON
STATE HIGHWAY COMMISSION

SN-U-FAS 32-A-2 Hooker Cr.-Jordan Cr. 1943
Sec., Jordan Valley Secon.
Hwy. (Present I.O.N. Rte.)
#2668

RECEIVED
MAR 30 1945
FOR FILING

FAS 32-A-2

March 29, 1945

Karen Carter, Agent,
United Pacific Insurance Co.,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Dear Sir:

You are hereby notified that state highway contract No. 2668 for work on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, in Malheur County, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $4,864.93 will be made on or after April 9, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $163,734.98 and that no force account work was performed therein. This contract was completed on December 5, 1944, and accepted by the Commission on January 22, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

gl

By

Secretary

NOTED ON CARD
3/29/45 gl

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 2 1945
FOR FILING

March 28, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAS 32-A(2), Hooker Creek-Jordan Creek Section of the I.O.N. Highway ________________, was made by a representative of this office on November 17, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

EDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

32-A-2

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAS 32-A(2)
Hooker Creek-Jordan Cr. Sec., I.O.N. HWY.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

ECEIVED
1945

RECEIVED
MAR 26 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 4(b) of the Defense Highway Act of 1941;

Whereas the Highway Department of said State submitted on the 6th day of July, 1943, a revised project statement, which was approved on the 18th day of November, 1943, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-six thousand, six hundred fifty and 00/100 dollars ($46,650.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 5260+75 in the City of Jordan Valley and Survey Station 5545+75 in Section 11, T. 29 S., R. 46 E., W.M., excepting therefrom bridge between Survey Stations 5521+27.4 and 5521+57.4

, length 5.238 miles, in Malheur County, being Section A(2) of Oregon Federal Aid Secondary project No. SR-X-FAS/32, consisting of 5.238 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

~~[illegible]~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A(2)** of said project shall not in any event exceed the sum of **forty-six thousand, six hundred fifty and 00/100** dollars ($**46,650.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **fifty-seven thousand, five hundred ninety-two and 70/100** dollars ($**57,592.70**), the approved total estimated cost of Section **A(2)** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 9 1945, 19__

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____ day of MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W Schaupp
Member, State Highway Commission
(Title of officer)

By ____
Member, State Highway Commission
(Title of officer)

By ____
____
(Title of officer)

By ____
____
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By ____
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. [illegible]-FAS 52-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $57,592.70 as the total estimated cost of said project, and the sum of $16,650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and MAR - 9 1945

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10120

FOR FILING

FAS 32 A-2

March 15, 1945.

Karen Carter, Agent
United Pacific Insurance Co.,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Rogers Construction Company on Contract No. 2668, covering work on the Hooker Creek-Jordon Creek section of the Jordan Valley Secondary Highway, in Malheur County. This payment, in the amount of $11,168.15, will be made on or after March 25, 1945. The retained percentage is $4,913.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD

gl 3/15

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 10, 1945

Section Hooker Creek - Jordan Creek

Kind of work Regrading, Surfacing & Oiling

Highway Jordan Valley Secondary

Section prefix 123 - 1064

Contractor Rogers Construction Co.

Contract number 2668

Date of contract December 23, 1943

Date of completion September 30, 1944

Date work started April 28, 1944

Estimated date of completion December 5, 1944

Amount of contract $ 149,537.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $ 165,780.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 9000.00, 5.5 %

Date project was completed December 5, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi - Final estimate on this project was completed on Saturday and will be taken to La Grande next Monday.

Mr. Van Scoy was in the Baker office on Tuesday and Thursday.

Mr. C. E. Paulson called at the Baker office on Wednesday.

RECEIVED
MAR 12 1945

NOTED
RALPH [illegible]

NOTED
E. A. PEASE

Signed Resident Engineer

Address P. O. Box 269 Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.08	10.15		10.15	
Miles partially completed					
Miles completed	"	"		"	
Total estimated quantities	25,258	43,641	7,734	6,504	
Estimated quantities moved or placed to date	"	"	"	"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold-Windy		
Monday	Cold-Clear		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday	Cloudy-Light Showers		

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1945

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAS 32-A(2), Hooker Creek-Jordan Valley Section of the Jordan Valley Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 10 1945
OREGON
STATE HIGHWAY COMMISSION

FAS-32A-2

January 26, 1945

Rogers Construction Company
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on January 22, 1945, granted you the extension of time requested from November 30, 1944, to December 5, 1944, without penalty, in connection with Contract No. 2668 for work on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County and Contract No. 2669 for work on the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR
CC: Mr. Paul Van Scoy
Division Engineer

FOR FILING

FAS 32-A-2

January 17, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Hooker Creek-Jordan Valley Section, Project No. ER-U-FAP 32-A (2).

FAS

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

Oregon State Highway Department   Placing RC-3 on Strategic Network Project
No. SN-U-FAS 52-A (2)

HOOKER CREEK-JORDAN VALLEY SECTION
OF THE JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 8, 1944

INSIDE CITY OF JORDAN VALLEY

26' Roadway (Sta. 5268+75 to 5277+76) (Contract No. 2668)

All Required		Clearing and Grubbing (03%)		$ 15.00
300	cu. yds.	General Excavation, Unclassified	$ .50	150.00
200	yd. mi.	Truck Haul	.20	40.00
0.17	mile	Finishing Roadbed and Slopes	400.00	68.00
500	cu. yds.	2" - 0" Rock in Subbase	1.70	850.00
400	cu. yds.	4" - 2" Rock in Base	1.50	600.00
300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	510.00
30	M-gals.	Sprinkling	2.00	60.00
0.17	mile	Preparation of Base	200.00	34.00
170	cu. yds.	Furnishing and Placing Aggregates	3.60	612.00
11	tons	Furnishing and Placing 151-200 Asphalt	39.00	429.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	120.00
			Subtotal	$ 3,488.00
			10% Engr. & Cont.	348.80
			Total	$ 3,836.80

Length of Roadway 0.171 mile
Cost per mile $ 22,437.42

20' Roadway (Sta. 5277+76 to 5322+22.9) (Contract No. 2668)

1,500	cu. yds.	4" - 2" Rock in Base	$ 1.50	$ 2,250.00
950	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	1,615.00
100	M-gals.	Sprinkling	2.00	200.00
0.84	mile	Preparation of Base	200.00	168.00
550	cu. yds.	Furnishing and Placing Aggregate	3.60	1,980.00
37	tons	Furnishing and Placing 151-200 Asphalt	39.00	1,443.00

10	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	$ 40.00	$ 400.00
		Subtotal		$ 8,056.00
		10% Engr. & Cont.		805.60
		Total		$ 8,861.60

Length of Roadway 0.840 mile
Cost per mile $ 10,549.52

OUTSIDE OF CITY

20' Roadway (Sta. 5322+22.9 to 5545+75) (Contract No. 2662)

7,600	cu. yds.	4" - 2" Rock in Base	$ 1.50	$11,400.00
4,850	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	8,245.00
470	M-gals.	Sprinkling	2.00	940.00
4.23	miles	Preparation of Base	200.00	846.00
2,780	cu. yds.	Furnishing and Placing Aggregate	3.60	10,008.00
186	tons	Furnishing and Placing 151-200 Asphalt	39.00	7,254.00
53	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	2,120.00
		Subtotal		$40,813.00
		10% Engr. & Cont.		4,081.30
		Total		$44,894.30

Length of Roadway 4.227 mile
Cost per mile $ 10,620.84

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Inside City			
26' Roadway	$ 3,836.80	$ 3,108.00	$ 728.80
20' Roadway	8,861.60	7,178.00	1,683.60
Outside City			
20' Roadway	44,894.30	36,364.00	8,530.30
	$57,592.70	$46,650.00	$10,942.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FOR FILING

7AS 32A-2

January 11, 1945

United Pacific Insurance Co.,
400 Exchange Building,
Seattle 14, Washington.

Attention: Mr. Thomas G. Hammond,
Vice President.

Gentlemen:

Reference is made to your letter of December 21, 1944, directed to Mr. R. H. Baldock, State Highway Engineer, Oregon State Highway Commission, regarding the granting of an additional extension of time to the Rogers Construction Company within which to complete their Contract No. 2668 with the State Highway Commission for the construction of the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County, Oregon.

It is noted that you have consented to the extension of the time limit in connection with this job to December 3, 1944, which is the completion date mentioned in Rogers Construction Company's letter of December 12, 1944 to Mr. Baldock. Investigation of our records, however, reveals that the job was actually completed on December 5, 1944.

We would, therefore, appreciate receiving a letter from you consenting to an extension of time to December 5th, without prejudice to the bond.

It is my intention to present the request of the Rogers Construction Company to the State Highway Commission at its meeting on January 22, 1945 for approval, so would appreciate receiving your consent at the earliest possible time, and in any event not later than Friday, January 19th.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

NBG/jeo

cc: Rogers Construction Co.,
Box 153,
Tillamook, Oregon.

FAS 32-A-2

January 9th, 1945

Mr. E. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly supply another approval for the extension of time for the Rogers Construction Company, contractors on Contract No. 2664, SN-U-FAS 32A(2) and SN-U-FAS 32C(1), Rocker Creek-Jordan Creek Section of the I.O.N. Highway, from November 30th, 1944 to December 5th, 1944, instead of December 3rd, as stated in your letter of December 18th, 1944.

The contractors had two jobs, one of which was completed on December 3rd, and the other on December 5th. Their request for an extension of time, with consent of surety, reversed the job numbers so that we need the requested approval to correct the mistake.

Very truly yours,

H. G. Smith
Construction Engineer

R

cc to: H. G. Smith

STATE HIGHWAY COMMISSION

FAS-32A-2

December 16th, 1944

Mr. W. R. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in additional extensions of time for the Rogers Construction Company on Contract No. 2666, Rooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, SN-E-FAS 32-A(2) and SN-E-FAS 32-C(1), from November 30th, 1944 to December 3rd, 1944; and Contract No. 2669, Jordan Creek-Scotts Butte Section of the I.O.N. Highway, SN-E-FAS 32-A(1) and S36-A(2), from November 30th, 1944 to December 5th, 1944.

The contractors worked on maintenance material for the last several months, and the shortage of men prevented them from finishing up odds and ends on the main contracts, which under ordinary circumstances would have been completed by November 30th.

I recommend that the extensions be granted without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

FOR FILING

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

November 21, 1944

FAS-32 A (2)

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Reference is made to our letter of October 30, 1944, with which we submitted, for your approval, Price Agreement No. 4, covering the furnishing and placing of ¾" - 0" rock to key the 2" - 0" subbase on the Hooker Creek-Jorden Creek Project, SN-U-FAS 32-A (2), C (1).

In checking our files, we are unable to find any record of your taking any action on this agreement. We, therefore, would appreciate an early reply as to the action being taken in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GH

November 17, 1944

Rogers Construction Company,
Box C-4
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extensions of time requested on Contracts Nos. 2668 and 2669, without penalty, which contracts cover work on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County, and on the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway in Malheur County, respectively.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

Mr. W. E. Storm,
707 East Commercial St.,
Weiser, Idaho.

Dear Sir:

Reference is made to your letter of the 7th inst., requesting additional information concerning your claim against Russell Olson for highway work on the I.O.N. Highway.

I have given you all of the information that I can on Mr. Olson's contract No. 2682, for re-oiling the I.O.N. Highway between the Owyhee River and McDermitt.

The following information pertains to the contracts awarded to the Rogers Construction Company:

Contract No. 2668, for regrading, surfacing and oiling the Jordan Valley Secondary Highway between Hooker Creek and Jordan Creek, Malheur County. The bond furnished by Rogers Construction Company in connection with this job was written by the United Pacific Insurance Company, for whom J. C. McGovern-Carroll Company are Agents, their offices are in Room 624, Peyton Building, Spokane, Washington. The bond furnished in connection with this job was in the amount of $149,587.00.

Contract No. 2669, covers grading, surfacing and oiling of the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, Malheur County. The bond was written by the same bonding company as mentioned above. The amount of the bond is $385,937.00.

The specified date of completion for both jobs was Sept. 30, 1944. Neither of these jobs is completed as yet, but I gather from information available in this office that they will be completed in the not distant future.

If your claim is against Mr. Olson's sub-contract work under Rogers Construction Company, I believe that it will be protected by the bond furnished by the Rogers Construction Company, and in that event you should file notice of your claim with the United Pacific Insurance Company and also with the Secretary of State as explained to you in my previous letter.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo

[illegible]

Nov 7th 1944.

Dear Sir,

Thank you for answering my letter so promptly and for the information.

Evidently, Russell Olson Co,must be a Sub-Contractor under RogessConst Co,as my trucks were used on the highway between, Jordon Valley and Rome,Oregon,by the Russell Olson Co,in their oiling operations.

They were also used on the construction of the same highway by the Rogers Const Co, with whom a satisfactory settlement had been made,before they were used by Olson.

Please give me some more infor mation,regarding the Contract between Jordon Valley and Rome,Oregon,and I will file my claim accordingly.

Yours very truly.

W C Storm

RECEIVED
NOV 8 - 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

[illegible]

[illegible]

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2668, Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, Oregon [illegible] 32-A(2) and 32-C(1), Rogers Construction Company, contractors. The specified date of completion was September 30th, 1944, and the contractors are requesting an extension until November 30th, 1944.

The contractors found great difficulty in moving in their equipment last March and April as the highway was almost impassable, and several loads had to be towed in because of these conditions. Because of this the start of operations was considerably delayed.

They have been greatly delayed also by their inability to employ trucks or drivers. The oiling crew caught up with the surfacing several weeks ago, and the job would have been finished before this had it been possible to find men and equipment to haul the material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

R

cc to: H. G. Smith

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

FOR FILING

OREGON
STATE HIGHWAY COMMISSION
SALEM

J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 30, 1944

FAS 32-A (2)

Mr. V. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith for your consideration and approval is price agreement No. 4, covering the furnishing and placing of ¼" - 0" material to key the 2" - 0" subbase on the Hooker Creek-Jordan Creek Project, SS-U-FAS 32-A (2), C (1).

This key rock necessary due to insufficient fines in the 2" - 0" subbase material.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

7AS 32 A-2

October 19, 1944

Rogers Construction Company
Box 153
Tillamook, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 2668, Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, and on Contract No. 2669, Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, to November 30, 1944, was not accompanied by consent of the surety. Will you kindly have this consent forwarded at the earliest possible date?

Permit me to suggest that in the future you request extensions of time well in advance of the expiration date.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. R. C. Smith

[illegible] papers returned to Smith 10/26
HK

FOR FILING

Salem, Oregon
September 27, 1944

FAS 22-A-2

Mr. S. H. Probert
Office Engineer
Department

We are handing you herewith three fully executed copies of the agreement between the State Highway Commission and the Rogers Construction Company, with respect to certain changes in Contracts Nos. 2668 and 2669, for improvement of the I.O.N. Highway in Malheur County.

Executed copies have been forwarded to Rogers Construction Company and Mr. Glaisyer has retained a copy for the Commission's files.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:IK
Encl.

Salem, Oregon
September 26, 1944

Mr. C. B. McCullough,

Office.

Dear Sir:

I am returning to you herewith three executed copies of an agreement between the State Highway Commission and the Rogers Construction Company, covering certain changes in State Highway Contracts Nos. 2668 and 2669, for the improvement of the I.O.N. Highway in Malheur County.

This was signed by the State Highway Commission on September 11, 1944. I have retained the original of this agreement for the Commission's records and files, and have sent one executed copy to the Rogers Construction Company.

Very truly yours,

Secretary.

HRG/jeo
Encls.

September 26, 1944

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

I hand you herewith an executed copy of an agreement between yourselves and the State Highway Commission, providing for certain changes in State Highway Contracts Nos. 2668 and 2669, covering construction of the Hooker Creek-Jordan Creek, and the Jordan Creek-Scotts Butte Creek Sections of the I.O.N. Highway in Malheur County.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

FAS 32-A-2

Boise, Idaho
August [illegible], 1944

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock
State Highway Engineer

Gentlemen:

Thank you for your letter of August 8, recommending that the Rogers Construction Company be given a high priority for truck tires to be used on their job at Jordan Valley, Oregon.

As you probably knew, Mr. Baldock, we have been considering the applications submitted by operators working on the above mentioned job along with other large truck tire applications.

We have had many applications for large truck tires from petroleum haulers and other operators whose needs are listed with a higher rating than those of contractors. Please be assured, however, that when quota permits the applications from truckers, working for the Rogers Construction Company, will be given equal consideration with others in the same category.

We cannot promise the issuance of certificates because of the urgencies of some requests, which carry the higher priority, but we can assure you of fair and impartial treatment of all applicants.

Very truly yours,

OFFICE OF PRICE ADMINISTRATION

Norman J. Erbst, District Tire
Examiner

[illegible]

FAS 22-A-2

August 15, 1944.

Emergency Truck Tire Panel,
Office of Price Administration,
Nyssa, Oregon.

Gentlemen:

Russel Olsen, Contractor, Hayward, Calif., has one contract and two sub-contracts for the construction of 63.79 miles of oil mat wearing surface on the strategic Idaho, Oregon, Nevada Highway in Malheur County, Oregon.

These projects, Contracts Nos. 2668, 2669 & 2682, have been approved by the U. S. Army, the Public Roads Administration and the War Production Board as essential to the War Program, and they have req uested that the project be completed this year. Preference Rating AA 2 has been assigned for repair parts and operating supplies. Early completion will provide a short cut from California to Idaho and Utah for essential war materials.

The 63.79 miles of Oil Mat wearing surface requires the hauling and placing of 3162 tons of asphalt and 63,200 cubic yards of crushed rock. The asphalt is shipped to the nearest rail head Winnemucca, and then hauled in large tank trucks about 125 miles to the job. The average haul on the crushed rock is about three miles. A fleet of about five tank trucks and twelve dump trucks are required.

Mr. Olsen is in urgent need of 4 - 8.25 x 20, 4 - 9.00 x 20, and 1 - 10.00 x 20 tires to replace ties which have worn out. The progress of the work will be delayed unless tires are made available.

We will appreciate it very much if you can rate these projects sufficiently high so that the contractor, Russel Olsen can secure sufficient tires to complete these important projects this year.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

CC to:

Russel Olsen
P.O.Box 390
Hayward, Calif.

Charge to the account of _______________ $ _______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
AUGUST 18 1944

O C FIELDS
GASOLINE CORPORATION
944 WILSHIRE
LOS ANGELES CALIFORNIA

OREGON STATE HIGHWAY CONTRACTS 2668 & 2669 ON THE STRATEGIC I O N HIGHWAY HAVE BEEN APPROVED BY THE US ARMY AND THE WAR PRODUCTION BOARD AS ESSENTIAL TO THE WAR PROGRAM PREFERENCE RATING AA 3 HAS BEEN ASSIGNED FOR MATERIAL REQ UIRED

RUSSEL OLSEN SUBCONTRACTOR IS IN URGENT NEED OF ASPHALT REQ UIRED IN OIL MAT WEARING SURFACE YOUR BEST SERVICE WILL BE APPRECIATED

R H BALDOCK
STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
SALEM OREGON

Files ✓

7AS-32-A-2

August 8, 1944.

Emergency Truck Tire Panel,
Office of Price Administration,
Boise, Idaho.

Gentlemen:

Rogers Construction Company, Jordan Valley, Ore., have two Oregon State Highway contracts under construction on the Idaho, Oregon, Nevada Highway in Malheur County, Ore. These contracts, No. 2668 in the amount of $150,000 and No. 2669 in the amount of $386,000, are for the regrading and surfacing of 30.25 miles of this strategic highway.

These projects have been approved by the U. S. Army, the Public Roads Administration, and the War Production Board as essential to the War Program and they have requested that the projects be finished this year. Preference rating AA 2 has been assigned for repair parts and operating supplies. Early completion of these projects will provide a short cut from California to Idaho and Utah for essential war materials, especially aviation gasoline.

192,000 cubic yards of gravel and crushed rock are required in the construction of these projects which must be hauled an average of about six miles. This requires a fleet of about 25 dump trucks. About 8 of these trucks are owned by the Rogers Construction Co., and about 17 are hired trucks.

The Rogers Construction Company and the owners of the hired trucks are finding it extremely difficult to procure sufficient tires to keep the trucks in operation and the progress of work is being slowed up.

We will appreciate it very much if you can rate these projects sufficiently high so that the Rogers Construction Company and the owners of the hired trucks can secure sufficient tires to complete these important projects this year.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer.

CC to
Rogers Construction Co.,
Jordan Valley, Ore.

E

FOR FILING

[illegible]

April 20, 1944

Standard Oil Company of California
110 North Stevens Street
Spokane (7), Washington

Attention: R. W. Moss

Gentlemen:

In reply to your request of April 19, 1944, we wish to advise that the Oregon State Highway Commission on December 23, 1943 awarded to the Rogers Construction Company contracts No. 2668 and 2669.

Contract No. 2668 covers regrading, surfacing and oiling on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County. The amount of contract and bond is $149,587.00.

Contract No. 2669 covers grade widening, surfacing and oiling on the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway in Malheur County. The amount of contract and bond is $385,937.00. Both jobs are bonded by the United Pacific Insurance Company, whose agent is Karen Carter, 627 Board of Trade Building, Portland (4), Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

FOR FILING

February 4, 1944

FAS 52-A-2

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today a fully executed copy of contract No. 2668 which was awarded to you on December 23, 1943, by the State Highway Commission covering re-grading, surfacing and oiling on the Hocker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
RUTH SMITH

December 29, 1943

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today four copies of contract No. 2668, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the pargraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly your,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AO

NOTED
RUTH SMITH

FAS 32-A-2

December 24, 1945

Rogers Construction Co.
Box 0-4
Dayton, Washington

Gentlemen:

The State Highway Commission on December 23, 1945, awarded you the contract for the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway (present I.O.N. Highway route). This award was based on your low bid of $148,587.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AS

cc - S. H. Probert
G. S. Paxson

NOTED
RUTH SMITH

[illegible]
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 3 1944
FOR FILING

December 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAS 32-A(2) and SN-U-FAS 32-C(1), Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, to Rogers Construction Co., Dayton, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 28 1943
OREGON
STATE HIGHWAY COMMISSION

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

FAS 32-A-2

December 18, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of standard resolution adopted by the city officials of Jordan Valley for Project Nos. SN-U-FAS 32-A (2) and SN-U-FAS 32-C (1). This project is up for bids on December 23.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

FAS 32-A-2

HOOKER CREEK-JORDAN VALLEY SECTION OF THE JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1943

INSIDE CITY OF JORDAN VALLEY

26' Roadway (Sta. 5268+75 to 5277+76).

All Required		Clearing and Grubbing (0.17)		$[illegible]
300	cu. yds.	General Excavation, Unclassified	$ .80	240.00
200	yd. mi.	Truck Haul	.15	[illegible]
0.17	mile	Finishing Roadbed & Slopes	400.00	68.00
500	cu. yds.	2" - 0" Rock in Subbase	2.50	[illegible]
400	cu. yds.	4" - 2" Rock in Base	2.50	1,000.00
300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	750.00
30	M-Gals.	Sprinkling	2.50	75.00
0.17	mile	Preparation of Base	200.00	34.00
170	cu. yds.	Furnishing and Placing Aggregates	3.75	637.50
11	tons	Furnishing and Placing 151-200 Asphalt	40.00	440.00
3	tons	Furnishing and Placing SS-3 or Emulsified Asphalt	40.00	120.00
		Subtotal		$4,689.50
		10% Engr. & Cont.		468.95
		Total		$5,158.45

Length of Roadway 0.171 mile
Cost per Mile $30,166.37

20' Roadway (Sta. 5277+76 to 5322+22.3)

1,500	cu. yds.	4" - 2" Rock in Base	$ 2.50	$3,750.00
950	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	2,375.00
100	M-Gals.	Sprinkling	2.50	250.00
0.84	mile	Preparation of Base	200.00	168.00
550	cu. yds.	Furnishing and Placing Aggregate	3.75	2,062.50
37	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,480.00

[illegible]

[illegible]

[illegible]

Subtotal	$10,485.50
10% Engr. & Cont.	1,048.55
Total	$11,534.05

Length of Roadway 0.840 mile
Cost per mile $13,731.01

OUTSIDE OF CITY

20' Roadway (Sta. 5322+22.9 to 5546+75)

7,600	cu. yds.	4" - 2" Rock in Base	$2.50	$19,000.00
4,850	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	12,125.00
470	M-Gals.	Sprinkling	2.50	1,175.00
4.23	miles	Preparation of Base	200.00	846.00
2,780	cu. yds.	Furnishing and Placing Aggregates	3.75	10,425.00
186	tons	Furnishing and Placing 151-200 Asphalt	40.00	7,440.00
53	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	2,120.00
		Subtotal		$53,131.00
		10% Engr. & Cont.		5,313.10
		Total		$58,444.10

Length of Roadway 4.227 mile
Cost per mile $13,826.37

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Inside City			
26' Roadway	$ 5,158.45	$ 4,146.00	$ 1,012.45
20' Roadway	11,534.05	9,270.00	2,264.05
Outside City			
20' Roadway	58,444.10	46,974.00	11,470.10
	$75,136.60	$60,390.00	$14,746.60

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet [illegible] of [illegible] Sheets

Estimate of Materials Required for Highway
([illegible])

Starting Date (Est.) [illegible]   State [illegible]

Completion Date (Est.) [illegible]   Project No. [illegible]

Estimated Total Cost [illegible]   Length: Miles [illegible]

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	[illegible]	[illegible]	6	Metal culvert pipe	[illegible]	
2	[illegible]	[illegible]		7	[illegible] steel	[illegible]	
3	Bituminous mat.	[illegible]		8	Structural steel	[illegible]	
4	Lumber	[illegible]		10	Explosives	[illegible]	
5	[illegible]	[illegible]					

PUBLIC ROADS ADMINISTRATION

HOOKER CREEK-JORDAN VALLEY SECTION

PROJECT NO. SN-U-FAS 32-A (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 10, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 32-A(2), Hooker Creek-Jordan Valley Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 32-A(2), Hooker Creek-Jordan Valley Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

SN-U-FAS 32-C-1 Jordan Cr.-Scotts Butte 1943
Cr. Sec., I.O.N. Secon.
#2669 Hwy.

AS 256-A-2
2669

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1945

March 28, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAS 256-A(2), Jordan Creek-Scotts Butte Section of the I.O.N. Highway, was made by a representative of this office on November 17, 1944. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
1945
OREGON
STATE HIGHWAY COMMISSION

Jon

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

March 28, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAS 32-C(1), Jordan Valley-Jordan Creek Section of the I.O.N. Highway, was made by a representative of this office on November 17, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
1945
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
Stencil No. 12
FOR FILING PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

ONTANA
REGON
ASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 256-A-2

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAS 256-A(2)
Jordan Creek-Scotts Butte Cr. Sec., I.O.N.Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 26 1945
STATE HIGHWAY COMMISSION

Jon

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 4(b) of the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the 6th day of July, 1943, a revised project statement, which was approved on the 13th day of November, 1943, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-seven thousand, one hundred twenty and 00/100 dollars ($137,120.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

SN-U-FAS 32-C-1
Cr. Sec., I.O.N. Secon.
Hwy.
#2669

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3161+70 in the SW¼, Section 11, T. 32 S., R. 40 E., W.M., and survey station 4137+70 in the NW¼, Section 11, T. 31 S., R. 43 E., W.M., excepting therefrom between survey stations 3272+27 and 3273+08, 3531+90 and 3607+00, and 3610+00 and 3613+29.4

, length 18.101 miles, in Malheur County, being Section A(2) of Oregon Federal Aid Secondary project No. SN-U-FAS 256/, consisting of 18.101 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, a

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of one hundred thirty-seven thousand, one hundred twenty and 00/100 dollars ($ 137,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-nine thousand, two hundred seventy-eight and 45/100 dollars ($ 169,278.45), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the .... day of MAR - 9 1945, 19....

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. [illegible]-U-FAS 256-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $169,278.45 as the total estimated cost of said project, and the sum of $137,120.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and MAR - 9 1945

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10190

PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 32-C-1

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAS 32-C(1)
Jordan Creek-Scotts Butte Creek Sec.,
I.O.N. Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 26 1945
SALEM
STATE HIGHWAY COMMISSION

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 4(b) of the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the 6th day of July, 1943, a revised project statement, which was approved on the 18th day of November, 1943, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred sixty-four thousand, three hundred ten and 00/100 dollars ($264,310.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4137+70 in the NW¼, Section 11, T. 31 S., R. 43 E., and survey station 5269+46.1 in Jordan Valley, connecting with SN-U-FAS 32-A(2); excepting bridges therefrom between survey stations 4768+46.5 and 4768+75.5, 4875+55.5 and 4875+84.5, 4981+95.0 and 4982+45.0, 4987+57.8 and 4988+98.2, and 4995+00 and 4995+50.0, length 21.367 miles, in Malheur County, being Section C(1) of Oregon Federal Aid Secondary project No. SN-U-FAS 32, consisting of 21.367 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

~~[illegible]~~

16—11379 GPO

3

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the MAR - 9 1945 day of , 19

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of two hundred sixty-four thousand, three hundred ten and 00/100 dollars ($264,310.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred twenty-six thousand, three hundred one and 25/100 dollars ($326,301.25), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

RECOMMENDED FOR APPROVAL:

____
STATE HIGHWAY ENGINEER

Attest
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. ~~SS-U-~~FAS 32-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 326,301.25 as the total estimated cost of said project, and the sum of $ 264,310.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and MAR - 9 1945

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

March 14, 1945

[illegible], Agent,
Pacific Insurance Co.,
Board of Trade Bldg.,
[illegible] Oregon

You are hereby notified that State Highway Contract No. [illegible] for work on the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway in Malheur County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $12,339.95 will be made on or after March 24, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $391,983.57, and that no force account work was performed therein. This contract was completed on December 3, 1944 and accepted by the Commission on January 22, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

NOTED ON CARD
3/15

February 20, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Jordan Valley-Jordan Creek Section, Project No. SN-U-FAS 32-C (1).

In accord with the request contained in your letter of February 9, 1945, we are, likewise, enclosing three copies of right of way statement.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

JORDAN VALLEY-JORDAN CREEK SECTION

PROJECT NO. SN-U-FAS 32-C (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 23, 1943

February 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAS 256-A(2), Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 10 1945
OREGON
STATE HIGHWAY COMMISSION

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Federal Aid Secondary Project SN-U-FAS 32-C(1), Jordan Valley-Jordan Creek Section of the I.O.N. Highway. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

We do not find in our file clear right of way certificate for this project supplementing the conditional certificate dated December 10, 1943, in accordance with which advertising was authorized. Please send us the customary copies so that we may complete the files of the Regional and Washington Offices, dated, if such is consonant with the facts, not later than December 23, 1943, on which date we concurred in award.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
FEB 10 1945
OREGON
STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 3, 1945

Section Jordan Creek - Scotts Butte Creek

Kind of work Grade Widening, Surfacing & Oiling

Highway I. O. N.

Section prefix 123 - 1035

Contractor Rogers Construction Company

Contract number 2669

Date of contract December 23, 1943

Date of completion December 3, 1944

Date work started April 3, 1944

Estimated date of completion December 3, 1944

Amount of contract . . . . $ 385,937.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering . . . . $ 391,300.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 16,700, 4.3 %

Date project was completed December 3, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate for this contract was completed Wednesday of this week. The estimate and supporting data was sent to the Division office via of express on Thursday. The balance of the week was spent working on the Hooker Creek - Jordan Creek final.

NOTED
G. SMITH

RECEIVED
FEB - 5 1945
OFFICE OF

NOTED
E. A. PEASE

NOTED
RALPH EGGSTAFF

Signed Resident Engineer

Address P. O. Box 259 Jordan Valley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

February 8, 1945

FAS 32-C(1)

FOR FILING

Miles in project	20.37	34.51		34.56	
Miles partially completed					
Miles completed	20.37	34.51		34.56	
Total estimated quantities	37,546	157,600	6600		
Estimated quantities moved or placed to date	"	"	"		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 8 tons							
Men and trucks over 8 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold (18 Below)		
Monday	Cloudy (6 Below)		
Tuesday	" (Snow)		
Wednesday	Rain		
Thursday	"		
Friday	"		
Saturday	Rain& Snow		

STATE PRINTING DEPT

FAS 32-C (1)

February 2, 1945

Mr. Paul R. Revis
Regional Grazier
Burns, Oregon

Dear Sir:

We are mailing you herewith three blueprints of our material site application, The Dalles 032116, showing the SE¼ SW¼ NW¼ of Section 11, Twp. 31 S., R. 43 E., W. M., to be used as a stockpile site for the Jordan Creek-Jordan Valley Section of the I. O. N. Highway in Malheur County on project No. FAS 32-C (1).

The customary copy of your report will be appreciated.

Very truly yours,

C. D. McCullough
Asst. State Highway Engineer

Dict. by E. Saling/GS

Incl.

cc to R. H. Lynch
Paul Van Scoy

FAS 32-C(1)

February 1, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are mailing you herewith a duplicate tracing and seven blueprints thereof, showing the SE¼ SE¼ NW¼ of Section 11, Twp. 31 S., R. 43 E., W. M., desired by the State of Oregon, by and through its State Highway Commission, as a source of maintenance material site for the Jordan Creek-Jordan Valley Section of the I. O. N. Highway on project No. FAS 32-C (1).

The State of Oregon, by and through its State Highway Commission, wishes to make application for this land under Section 17 of the Act of November 9, 1921 (42 Stat. 212), the land to be withdrawn from entry and set aside for the State of Oregon.

The tracing as submitted shows the U. S. Land Office Register's Certificate as to the correctness of the designation thereon of public lands and serial number 032116 assigned by The Dalles Land Office. Will you please forward the tracing and prints to Washington, D. C., with the recommendation that the land be withdrawn from entry and set aside for the use of the State of Oregon.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by E. Seling/GS
Encl.

cc to Paul R. Revis, Regional Grazier
Burns, Oregon
Paul Van Scoy
A. D. Kneass

FAS 32-C-1

January 30, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of January 23, 1945, we are enclosing herewith statements of lengths for Projects Nos. SN-U-FAS 32-C (1) and 256-A (2).

As indicated by the enclosed station to station description for Project No. SN-U-FAS 32-C (1), the length given in the project agreement estimate for the section from Station 4137+70 to Station 5206+35 was incorrect, the correct net length being 20.172 miles.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

#2669

Hwy.

FA S 32 - C -

January 26, 1945

Rogers Construction Company,
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on January 22, 1945, granted you the extension of time requested from November 30, 1944 to December 5, 1944, without penalty, in connection with ContractNo. 2668 for work on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County, and Contract No. 2669 for work on the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMR

cc: Mr. Paul Van Scoy,
Division Engineer, Bend.

FAS 256 A-2

January 23, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our request of December 22, 1943, for a statement of length of the I.O.N. projects to be constructed with SN-U funds, which our files indicate was unanswered.

North of Jordan City the records appear in harmony but we cannot check the length of SN-U-FAS 256-A(2) and SN-U-FAS 32-C(1) shown on the proposed agreement estimates you sent us January 17, 1945, with the previously submitted plan and profile sheets for the Federal Lands projects. We have continuous sheets for this mileage including stations on which no Federal funds were previously spent.

Will you please send us a list of the equations on each project and also a list of the bridges with lengths and end stations. Please indicate what bridges are exceptions to the present project. As only the bridge over the Owyhee River, which we understand is an exception, was constructed with Federal participation under the pertinent project statements, this will entail no segregation on the estimate.

We will hold the estimates till we hear from you.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
JAN 24 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Probert

FAS 32-C(1)

January 22, 1945

Mr. W. F. Jackson, Register
U. S. Land Office
The Dalles, Oregon

Dear Sir:

We are mailing you herewith a tracing, duplicate tracing and two blueprints thereof, showing the SE¼ SE¼ NW¼ of Section 11, Twp. 31 S., R. 43 E., W. M., desired by the State of Oregon, by and through its State Highway Commission, as a source of maintenance material site for the Jordan Creek-Jordan Valley Section of the I. O. N. Highway on project No. FAS 32-C (1).

The State of Oregon, by and through its State Highway Commission, wishes to make application for this land under Section 17 of the Act of November 9, 1921 (42 Stat. 212), the land to be withdrawn from entry and set aside for the State of Oregon.

If you find the land, designated as Government land on the tracings, to be so, will you kindly sign the certificate on the tracings, assign the serial number, and forward our request to the Department of Interior, returning the duplicate tracing to this office, where it will be forwarded to the Public Roads Administration for submission to Washington, D. C. An early return of the duplicate tracing to this office will be appreciated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by E. Saling/GS

Encl.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Jordan Creek-Scotts Butte Creek Section, Project No. SM-U-FAP 256-A (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

[illegible] CREEK-[illegible] CREEK SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 8, 1944

Original Project (Sta. 3607+00 to 3613+90) (Sta. 3642+15 to 3681+75) (Sta. 3720+76 to 3730+80) (Sta. 4010+13 to 4036+68) (Contract No. 2669)

All Required		Clearing and Grubbing (04%)		$ 80.00
2	cu. yds.	Trench Excavation, Unclassified	2.00	4.00
500	cu. yds.	General Excavation, Unclassified	.50	250.00
100	yd. mi.	Truck Haul	.20	20.00
0.20	miles	Finishing Roadbed and Slopes	400.00	80.00
10	lin. ft.	18" Sewer Pipe	2.75	27.50
6,000	cu. yds.	Selected Roadbed Topping	.40	2,400.00
12,000	yd. mi.	Hauling Roadbed Topping	.12	1,440.00
2,500	cu. yds.	Stripping Topping Material Pits	.25	625.00
300	cu. yds.	1½" - 0" Crushed Gravel in Base	1.60	480.00
120	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	1.90	228.00
120	M-gals.	Sprinkling	2.00	240.00
1.50	miles	Preparation of Base	200.00	300.00
1,000	cu. yds.	Furnishing and Placing Mineral Aggregates	3.95	3,950.00
66	tons	Furnishing and Placing 151-200 Asphalt	37.00	2,442.00
20	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	38.00	760.00
			Subtotal	$13,326.50
			10% Engr. & Cont.	1,332.65
			Total	$14,659.15

Length of Roadway 1.511 miles
Cost per mile $ 9,701.62

Extension of Project (Sta. 3161+70 to 3221+90) (Sta. 3613+90 to 3642+15) (Sta. 3681+75 to 3720+76) (Sta. 3730+80 to 4010+13) (Sta. 4036+68 to 4137+70) (Contract No. 2669)

All Required		Clearing and Grubbing (48%)		$ 960.00
48	cu. yds.	Trench Excavation, Unclassified	$ 2.00	96.00

[illegible]

[illegible]

[illegible]

19,800	cu. yds.	General Excavation, Unclassified	$ .30	$ [illegible]
1,400	yd. mi.	Truck Haul	.20	280.00
8.30	miles	Finishing Roadbed and Slopes	400.00	3,320.00
140	lin. ft.	18" Sewer Pipe	2.75	385.00
10	lin. ft.	24" Sewer Pipe	4.00	40.00
10	lin. ft.	36" Sewer Pipe	8.00	80.00
42,000	cu. yds.	Selected Roadbed Topping	.40	16,800.00
88,000	yd. mi.	Hauling Roadbed Topping	.12	10,560.00
17,500	cu. yds.	Stripping Topping Material Pits	.25	4,375.00
5,400	cu. yds.	1½" - 0" Crushed Gravel in Base	1.60	8,640.00
1,080	cu. yds.	3/4" - 0" Crushed Material in Shoulders	1.90	2,052.00
1,080	M-gals.	Sprinkling	2.00	2,160.00
16.60	miles	Preparation of Base	200.00	3,320.00
10,900	cu. yds.	Furnishing and Placing Mineral Aggregates	3.95	43,055.00
724	tons	Furnishing and Placing 151-200 Asphalt	37.00	26,788.00
204	tons	Furnishing and Placing RO-3 or Emulsified Asphalt	38.00	7,752.00
			Subtotal	$140,563.00
			10% Engr. & Cont.	14,056.30
			Total	$154,619.30

Length 16.590 miles
Cost per mile $ 9,330.03

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Original Project	$ 14,659.15	$ 11,874.00	$ 2,785.15
Extension	154,619.30	125,246.00	29,373.30
	$169,278.45	$137,120.00	$32,158.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FAS 32-C-1

January 17, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Jordan Valley-Jordan Creek Section, Project No. [illegible]-U-FAP 32-C (1).

FAS

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/OS

Encl.

JORDAN VALLEY-[illegible] OF THE
JORDAN VALLEY AND I. O. N. HIGHWAYS IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 8, 1944

OUTSIDE CITY

20' Roadway (Sta. 4137+70 to 5010+30.6) (Contract No. 2669)

All Required		Clearing and Grubbing (4½%)		$ 960.00
50	cu. yds.	Trench Excavation, Unclassified	$ 2.00	100.00
19,700	cu. yds.	General Excavation, Unclassified	.50	9,850.00
5,500	yd. mi.	Truck Haul	.20	1,100.00
9.50	miles	Finishing Roadbed and Slopes	400.00	3,800.00
170	lin. ft.	18" Sewer Pipe	2.75	467.50
10	lin. ft.	24" Sewer Pipe	4.00	40.00
72,000	cu. yds.	Selected Roadbed Topping	.40	28,800.00
160,000	yd. mi.	Hauling Roadbed Topping	.12	19,200.00
10,000	cu. yds.	Stripping Topping Material Pits	.25	2,500.00
32,800	cu. yds.	1½" - 0" Crushed Gravel in Base	1.60	52,480.00
1,100	cu. yds.	3/4" - 0" Crushed Material in Shoulders	1.90	2,090.00
2,800	M-gals.	Sprinkling	2.00	5,600.00
16.46	miles	Preparation of Base	200.00	3,292.00
10,800	cu. yds.	Furnishing and Placing Aggregates	3.95	42,660.00
720	tons	Furnishing and Placing 151-200 Asphalt	37.00	26,640.00
206	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	38.00	7,828.00
				$207,407.50

20' Roadway (Sta. 5010+30.6 to 5206+75) (Contract No. 2668)

All Required		Clearing and Grubbing (7½%)		$ 365.00
165	cu. yds.	Trench Excavation, Unclassified	$ 2.00	330.00
13,400	cu. yds.	General Excavation, Unclassified	.50	6,700.00
2,700	yd. mi.	Truck Haul	.20	540.00
3.71	miles	Finishing Roadbed and Slopes	400.00	1,484.00
390	lin. ft.	12" Concrete Pipe	1.40	546.00
90	lin. ft.	18" Concrete Pipe	2.75	247.50
20	lin. ft.	24" Concrete Pipe	4.00	80.00

[illegible]	lin. ft.	[illegible]	[illegible]	[illegible]
4	cu. yds.	Class "A" Concrete in End Basins and Curbs	60.00	240.00
48	cu. yds.	Class "A" Concrete in Box Culvert	50.00	2,400.00
7,000	lbs.	Metal Reinforcement in Box Culvert	.15	1,050.00
200	rods	Salvaging and Reinstalling Fence	2.50	500.00
7,900	cu. yds.	2" - 0" Rock in Subbase	1.70	13,430.00
6,650	cu. yds.	4" - 2" Rock in Base	1.50	9,975.00
4,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	7,140.00
630	M-gals.	Sprinkling	2.00	1,260.00
3.71	miles	Preparation of Base	200.00	742.00
2,430	cu. yds.	Furnishing and Placing Aggregates	3.60	8,748.00
164	tons	Furnishing and Placing 151-200 Asphalt	39.00	6,396.00
46	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	1,840.00
				$ 64,745.50

Subtotal	$272,153.00
10% Engr. & Cont.	27,215.30
Total	$299,368.30

Length of Roadway	20.189 miles
Cost per mile	$ 14,828.28

INSIDE CITY OF JORDAN VALLEY

20' Roadway (Sta. 5206+35 to 5252+00) (Contract No. 2668)

All Required		Clearing and Grubbing (17%)		$ 65.00
25	cu. yds.	Trench Excavation, Unclassified	2.00	50.00
2,750	cu. yds.	General Excavation, Unclassified	.50	1,375.00
230	yd. mi.	Truck Haul	.20	46.00
0.87	mile	Finishing Roadbed and Slopes	400.00	348.00
160	lin. ft.	12" Concrete Pipe	1.40	224.00
50	lin. ft.	18" Concrete Pipe	2.75	137.50
10	lin. ft.	18" Concrete Siphon Pipe	6.00	60.00
34	lin. ft.	Salvaging Culvert Pipe	2.00	68.00
3	cu. yds.	Class "A" Concrete in End Basins and Curbs	60.00	180.00
100	rods	Salvaging and Reinstalling Fence	2.50	250.00
1,850	cu. yds.	2" - 0" Rock in Subbase	1.70	3,145.00
1,550	cu. yds.	4" - 2" Rock in Base	1.50	2,325.00
1,050	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	1,785.00
160	M-gals.	Sprinkling	2.00	320.00
0.87	mile	Preparation of Base	200.00	174.00
570	cu. yds.	Furnishing and Placing Aggregates	3.60	2,052.00

Emulsified Asphalt

Subtotal	$ 14,546.50
10% Engr. & Cont.	1,454.65
Total	$ 16,001.15

Length of Roadway 0.864 mile
Cost per mile $ 18,519.84

28' Roadway (Sta. 5252 to 5259) (Contract No. 2668)

Quantity	Item	Unit Price	Amount
All Required	Clearing and Grubbing (03%)		$ 15.00
10 cu. yds.	Trench Excavation, Unclassified	$ 2.00	20.00
350 cu. yds.	General Excavation, Unclassified	.50	175.00
0.13 mile	Finishing Roadbed and Slopes	400.00	52.00
10 lin. ft.	12" Concrete Pipe	1.40	14.00
400 cu. yds.	2" - 0" Rock in Subbase	1.70	680.00
350 cu. yds.	4" - 2" Rock in Base	1.50	525.00
200 cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	340.00
30 M-gals.	Sprinkling	2.00	60.00
0.13 mile	Preparation of Base	200.00	26.00
130 cu. yds.	Furnishing and Placing Aggregates	3.60	468.00
9 tons	Furnishing and Placing 151-200 Asphalt	39.00	351.00
2 tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	80.00
	Subtotal		$ 2,806.00
	10% Engr. & Cont.		280.60
	Total		$ 3,086.60

Length of Roadway 0.133 mile
Cost per mile $ 23,207.51

60' Roadway (Sta. 5259 to 5269+46.1) (Contract No. 2668)

Quantity	Item	Unit Price	Amount
All Required	Clearing and Grubbing (04%)		$ 20.00
150 lin. ft.	Removal of Curbs	$ 1.00	150.00
100 cu. yds.	Trench Excavation, Unclassified	2.00	200.00
600 cu. yds.	General Excavation, Unclassified	.50	300.00
70 yd. mi.	Truck Haul	.20	14.00
0.20 mile	Finishing Roadbed and Slopes	400.00	80.00
140 lin. ft.	12" Concrete Pipe	1.40	196.00
110 lin. ft.	Salvaging Culvert Pipe	2.00	220.00
1 cu. yd.	Class "A" Concrete in End Basins and Curbs	60.00	60.00
3 cu. yds.	Concrete Curb Basins	50.00	150.00

FAS-32-C-1

November 17, 1944

Rogers Construction Company,
Box C-4,
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extensions of time requested on Contracts Nos. 2668 and 2669, without penalty, which contracts cover work on the Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway in Malheur County, and on the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway in Malheur County, respectively.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jso

October 30th, 1944

FAS 32-A-1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to the Rogers Construction Company on Contract No. 2669, Jordan Creek-Scotts Butte Section of the I.O.N. Secondary Highway in Malheur County, Oregon SN-U-FAS 32-A(1) and 256-A(2). The specified date of completion was September 30th, 1944, and the contractors are requesting an extension until November 30th, 1944.

The oiling work on this project was completed on October 5th, and there only remain some minor details in connection with shoulders which it did not seem advisable to take time to do on account of the necessity of pushing the work on the Rocker Creek-Jordan Creek Section.

The work was delayed by the spring breakup which made it almost impossible to move equipment in, but the contractor has pushed the work as much as conditions permitted. The inability to hire trucks and drivers has greatly delayed the work, and the contractor himself has been driving truck and running a roller a considerable portion of the time.

The extension is recommended without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

B

cc to: H. G. Smith

October 25, 1944

Rogers Construction Company
Box 153
Tillamook, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 2668, Hooker Creek-Jordan Creek Section of the Jordan Valley Secondary Highway, and on Contract No. 2669, Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, to November 30, 1944, was not accompanied by consent of the surety. Will you kindly have this consent forwarded at the earliest possible date?

Permit me to suggest that in the future you request extensions of time well in advance of the expiration date.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

-C-1

Salem, Oregon
September 26, 1944

Mr. C. B. McCullough,

Office.

Dear Sir:

I am returning to you herewith three executed copies of an agreement between the State Highway Commission and the Rogers Construction Company, covering certain changes in State Highway Contracts Nos. 2668 and 2669, for the improvement of the I.O.N. Highway in Malheur County.

This was signed by the State Highway Commission on September 11, 1944. I have retained the original of this agreement for the Commission's records and files, and have sent one executed copy to the Rogers Construction Company.

Very truly yours,

Secretary.

HBG/jeo
Encls.

September 26, 1944

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

I hand you herewith an executed copy of an agreement between yourselves and the State Highway Commission, providing for certain changes in State Highway Contracts Nos. 2668 and 2669, covering construction of the Hooker Creek-Jordan Creek, and the Jordan Creek-Scotts Butte Creek Sections of the I.O.N. Highway in Malheur County.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

July 10, 1944

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to laboratory reports covering tests on aggregates for roadbed topping to be used on Oregon SN-U-FAS 256-A(2), Jordan Creek-Scotts Butte Section, I.O.N. Highway.

These tests are of gravel and covered by Laboratory No. 175516, 175518, and 175519. The P.I. runs 15-17 and 22%, respectively, while the corresponding LL is 38-42 and 60. Also in the first two samples there is an excess passing the 1/4" sieve.

We presume this material has been recommended for approval due to its being the only source available to the project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

[illegible] S H Pruitt

Project No. SN-U-FAS 196-A (2)

JORDAN CREEK-SCOTTS BUTTE CREEK SECTION

OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1943

Original Project (Sta. 3607+00 to 3613+90) (Sta. 3642+15 to 3681+75) (Sta. 3720+76 to 3730+80) (Sta. 4010+13 to 4036+68)

All Required		Clearing and Grubbing (4%)		$ 80.00
2	cu. yds.	Trench Excavation, Unclassified	$ 2.50	5.00
500	cu. yds.	General Excavation, Unclassified	.65	325.00
100	yd. mi.	Truck Haul	.15	15.00
0.20	mile	Finishing Roadbed and Slopes	200.00	40.00
10	lin. ft.	18" Sewer Pipe	2.50	25.00
6,000	cu. yds.	Selected Roadbed Topping	.70	4,200.00
12,000	yd. mi.	Hauling Roadbed Topping	.12	1,440.00
2,500	cu. yds.	Stripping Topping Material Pits	.50	1,250.00
300	cu. yds.	1½" - 0" Crushed Gravel in Base	2.70	810.00
120	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.70	324.00
120	M-gals.	Sprinkling	3.00	360.00
1.50	miles	Preparation of Base	200.00	300.00
1,000	cu. yds.	Furnishing and Placing Mineral Aggregates	3.75	3,750.00
66	tons	Furnishing and Placing 151-200 Asphalt	40.00	2,640.00
20	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	800.00
			Subtotal	$16,364.00
			10% Engr. & Cont.	1,636.40
			Total	$18,000.40

Length of Roadway 1.511 miles
Cost per mile $ 11,912.90

Extension of Project (Sta. 3161+70 to 3531+90) (Sta. 3613+90 to 3642+15) (Sta. 3681+75 to 3720+76) (Sta. 3730+80 to 4010+13) (Sta. 4036+68 to 4137+70)

All Required	Clearing and Grubbing (48%)	$	960.00

[illegible] HIGHWAY IN [illegible] COUNTY

[illegible]

48	cu. yds.	Trench Excavation, Unclassified	$ 2.[illegible]	$ [illegible]
19,800	cu. yds.	General Excavation, Unclassified	.65	12,870.00
1,400	yd. mi.	Truck Haul	.15	210.00
8.30	miles	Finishing Roadbed and Slopes	200.00	1,660.00
140	lin. ft.	18" Sewer Pipe	2.50	350.00
10	lin. ft.	24" Sewer Pipe	3.50	35.00
10	lin. ft.	36" Sewer Pipe	6.00	60.00
42,000	cu. yds.	Selected Roadbed Topping	.70	29,400.00
88,000	yd. mi.	Hauling Roadbed Topping	.12	10,560.00
17,500	cu. yds.	Stripping Topping Material Pits	.50	8,750.00
5,400	cu. yds.	1½" - 0" Crushed Gravel in Base	2.70	14,580.00
1,080	cu. yds.	3/4" - 0" Crushed Material in Shoulders	2.70	2,916.00
1,080	M-gals.	Sprinkling	3.00	3,240.00
16.60	miles	Preparation of Base	200.00	3,320.00
10,900	cu. yds.	Furnishing and Placing Mineral Aggregates	3.75	40,875.00
724	tons	Furnishing and Placing 151-200 Asphalt	40.00	28,960.00
204	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	8,160.00
			Subtotal	$167,026.00
			10% Engr. & Cont.	16,702.60
			Total	$183,728.60

Length 16.590 miles

Cost per mile $ 11,074.60

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Original Project	$ 18,000.40	$ 14,467.00	$ 3,533.40
Extension	183,728.60	147,663.00	36,065.60
	$201,729.00	$162,130.00	$39,599.00

Roadway (Jordan Creek-Scotts Butte)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1944

State Oregon

Completion Date (Est.) Sept. 30, 1944

Project No. SM-U-FAS 256-A (2)

Estimated Total Cost Rdwy. $ 201,725.00

Length: Miles 18.101

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	240,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

JORDAN VALLEY-SCOTTS BUTTE SECTION

PROJECT NO. SN-U-FAS 256-A (2)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 10, 1943

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 256-A(2), the Jordan Creek-Scotts Butte Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 256-A(2), the Jordan Creek-Scotts Butte Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

[illegible]

[illegible]

[illegible]
District Engineer
Public Roads Administration
P. O. Box [illegible]
Portland, Oregon.

Dear Sir:

Regarding your letter of June 24, advise that one of the best surfacing contractors in the state has under contract the [illegible] Creek and the [illegible] Creek [illegible]. He also has the oiling subcontracted to a very efficient oiling contractor who moved in immediately. I am satisfied that he will do everything possible consistent with labor conditions to complete all work this year.

The contractor has suggested, however, that the job could be improved by the elimination of one of the [illegible] and [illegible] if he be paid for additional haul on the [illegible] from the Jordan Valley [illegible]. [illegible] increase the cost about [illegible] in a better job, [illegible]. I am advised that the [illegible] at which time I will advise you further.

Very truly yours,

[illegible]
State Highway Engineer

cc [illegible]

June 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of construction on the I.O.N. Highway projects, it was noted that the Jordan Creek-Scotts Butte contract is but 22% complete, while 63% of the time has elapsed. On the Hooker-Creek-Jordan Creek contract 63% of the time has elapsed but practically no work has been done.

In order to avoid severe criticism, it is imperative that these projects be completed this season, and would suggest that the contractor be contacted with the view of speeding up the work.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

JUN 28 1944
ENGINEER

RECEIVED
JUN 27 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to H G Smith

FAS 32-C-1

February 4, 1944

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today a fully executed copy of contract No. 2669 which was awarded to you on December 23, 1943, by the State Highway Commission covering grade widening, surfacing and oiling on the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RF

NOTED
RUTH SMITH

JAN 10 1944

December 29, 1943

Rogers Construction Company
Box 6-4
Dayton, Washington

Gentlemen:

We are sending you today four copies of contract No. 2669, which was awarded to you by the State Highway Commission on December 23, 1943, covering grade widening, surfacing and oiling on the Jordan Creek-Scotts Butte Creek Section of the I. O. N. Highway in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

BW

NOTED
RUTH SMITH

F45[illegible]

December 24, 1948

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

The State Highway Commission on December 23, 1948, awarded you the contract for the Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, in Malheur County. This award was based on your low bid of $385,587.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

AO

cc - S. H. Probert
G. S. Paxon

NOTED
RUTH SMITH

[illegible]
OREGON
WASHINGTON

RECEIVED
JAN [illegible] 1944
FOR FILING

December 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAS 32-C(1) and SN-U-FAS 256-A(2), Jordan Creek-Scotts Butte Creek Section of the I.O.N. Highway, to Rogers Construction Co., Dayton, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 28 1943
OREGON
STATE HIGHWAY COMMISSION

JORDAN VALLEY-JORDAN CREEK SECTION

OF THE JORDAN VALLEY AND I. O. N. HIGHWAYS IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1943

OUTSIDE CITY

20' Roadway (Sta. 4137+70 to 5010+30.6)

All Required		Clearing and Grubbing (48%)		$ 960.00
50	cu. yds.	Trench Excavation, Unclassified	$ 2.50	125.00
19,700	cu. yds.	General Excavation, Unclassified	.65	12,805.00
5,500	yd. mi.	Truck Haul	.15	825.00
9.50	miles	Finishing Roadbed and Slopes	200.00	1,900.00
170	lin. ft.	18" Sewer Pipe	2.50	425.00
10	lin. ft.	24" Sewer Pipe	3.50	35.00
72,000	cu. yds.	Selected Roadbed Topping	.70	50,400.00
160,000	yd. mi.	Hauling Roadbed Topping	.12	19,200.00
10,000	cu. yds.	Stripping Topping Material Pits	.50	5,000.00
32,800	cu. yds.	1½" - 0" Crushed Gravel in Base	2.70	88,560.00
1,100	cu. yds.	3/4" - 0" Crushed Material in Shoulders	2.70	2,970.00
2,800	M-gals.	Sprinkling	3.00	8,400.00
16.46	miles	Preparation of Base	200.00	3,292.00
10,800	cu. yds.	Furnishing and Placing Aggregates	3.75	40,500.00
720	tons	Furnishing and Placing 151-200 Asphalt	40.00	28,800.00
206	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	$ 8,240.00
				$272,437.00

20' Roadway (Sta. 5010+30.6 to 5206+35)

All Required		Clearing and Grubbing (73%)		$ 1,095.00
165	cu. yds.	Trench Excavation, Unclassified	$ 2.50	412.50
13,400	cu. yds.	General Excavation, Unclassified	.80	10,720.00
2,700	yd. mi.	Truck Haul	.15	405.00
3.71	miles	Finishing Roadbed and Slopes	400.00	1,484.00
390	lin. ft.	12" Concrete Pipe	1.50	585.00

[illegible]	[illegible]	[illegible] Siphon Pipe		[illegible]
[illegible]	[illegible]	[illegible] Culvert Pipe	[illegible]	[illegible]
0.[illegible]	[illegible] yds.	[illegible] in End Basins	[illegible]	[illegible]
[illegible]	cu. yds.	[illegible] and Curbs [illegible]	[illegible]	2,[illegible]
48	cu. yds.	Class "A" Concrete in Box Culvert	40.00	1,920.00
7,000	lbs.	Metal Reinforcement	.07	1,[illegible]
200	rods	Salvaging and Reinstalling Fence	3.00	600.00
7,900	cu. yds.	2" - 6" Rock in Subbase	2.50	19,750.00
6,650	cu. yds.	4" - 2" Rock in Base	2.50	16,625.00
4,200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	10,500.00
630	M-gals.	Sprinkling	2.50	1,575.00
3.71	miles	Preparation of Base	200.00	742.00
2,430	cu. yds.	Furnishing and Placing Aggregates	3.75	9,112.50
164	tons	Furnishing and Placing 151-200 Asphalt	40.00	6,560.00
46	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	1,840.00
				$ 85,485.00
			Subtotal	$357,922.00
			10% Engr. & Cont.	35,792.20
			Total	$393,714.20
		Length of Roadway	20.189 miles	
		Cost per mile	$ 19,501.42	

INSIDE CITY OF JORDAN VALLEY

20' Roadway (Sta. 5206+35 to 5252+00)

All Required		Clearing and Grubbing (17%)		$ 255.00
25	cu. yds.	Trench Excavation, Unclassified	$ 2.50	62.50
2,750	cu. yds.	General Excavation, Unclassified	.80	2,200.00
230	yd. mi.	Truck Haul	.15	34.50
0.87	mile	Finishing Roadbed and Slopes	400.00	348.00
160	lin. ft.	12" Concrete Pipe	1.50	240.00
50	lin. ft.	18" Concrete Pipe	3.00	150.00
10	lin. ft.	18" Concrete Siphon Pipe	3.50	35.00
34	lin. ft.	Salvaging Culvert Pipe	1.50	51.00
3	cu. yds.	Class "A" Concrete in End Basins and Curbs	40.00	120.00
100	rods	Salvaging and Reinstalling Fence	3.00	300.00

70	yd. mi.	[illegible]	[illegible]	[illegible]
[illegible]	M-gals.	[illegible]	[illegible]	[illegible]
0.87	mile	Preparation of Base	200.00	174.00
570	cu. yds.	Furnishing and Placing Aggregates	3.75	2,137.50
38	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,520.00
11	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	440.00
		Subtotal		$ 19,592.50
		10% Engr. & Cont.		1,959.25
		Total		$ 21,551.75

Length of Roadway 0.864 mile
Cost per mile $ 24,944.15

28' Roadway (Sta. 5252 to 5259)

All Required		Clearing and Grubbing (03%)		$ 45.00
10	cu. yds.	Trench Excavation, Unclassified	$ 2.50	25.00
350	cu. yds.	General Excavation, Unclassified	.80	280.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
10	lin. ft.	12" Concrete Pipe	1.50	15.00
400	cu. yds.	2" - 0" Rock in Subbase	2.50	1,000.00
350	cu. yds.	4" - 2" Rock in Base	2.50	875.00
200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	500.00
30	M-gals.	Sprinkling	2.50	75.00
0.13	mile	Preparation of Base	200.00	26.00
130	cu. yds.	Furnishing and Placing Aggregates	3.75	487.50
9	tons	Furnishing and Placing 151-200 Asphalt	40.00	360.00
2	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	80.00
		Subtotal		$ 3,820.50
		10% Engr. & Cont.		382.05
		Total		$ 4,202.55

Length of Roadway 0.133 mile
Cost per mile $ 31,598.12

60' Roadway (Sta. 5259 to 5269+16.1)

All Required	Clearing and Grubbing (04%)	$ 60.00

[illegible]	lin. ft.	Removal of Curbs	[illegible]	[illegible]
100	cu. yds.	Trench Excavation, Unclassified	2.50	250.00
600	cu. yds.	General Excavation, Unclassified	.80	480.00
70	yd. mi.	Truck Haul	.15	10.50
0.20	mile	Finishing Roadbed and Slopes	400.00	80.00
140	lin. ft.	12" Concrete Pipe	1.50	210.00
110	lin. ft.	Salvaging Culvert Pipe	1.50	165.00
1	cu. yd.	Class "A" Concrete in End Basins and Curbs	40.00	40.00
3	cu. yds.	Concrete Curb Basins	40.00	120.00
350	cu. yds.	2" - 0" Rock in Base	2.50	875.00
950	cu. yds.	4" - 2" Rock in Base	2.50	2,375.00
550	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	1,375.00
80	M-gals.	Sprinkling	2.50	200.00
0.20	mile	Preparation of Base	200.00	40.00
370	cu. yds.	Furnishing and Placing Aggregates	3.75	1,387.50
25	tons	Furnishing and Placing 151-200 Asphalt	40.00	1,000.00
7	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	280.00
			Subtotal	$ 8,978.00
			10% Engr. & Cont.	897.80
			Total	$ 9,875.80

Length of Roadway 0.198 mile

Cost per mile $ 49,877.77

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Strategic Network Funds	State Funds
Outside City			
20' Roadway	$ 393,714.20	$ 316,415.00	$ 77,299.20
Inside City			
20' Roadway	21,551.75	17,320.00	4,231.75
28' Roadway	4,202.55	3,378.00	824.55
60' Roadway	9,875.80	7,937.00	1,938.80
	$ 429,344.30	$ 345,050.00	$ 84,294.30

FA 26

Roadway (Jordan Valley-Jordan Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1944

State Oregon

Completion Date (Est.) Sept. 30, 1944

Project No. SN-U-FAS 32-C (1)

Estimated Total Cost Rdwy. $ 421,344.30

Length: Miles 21,384

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	130	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	7,300
3	Bituminous mat.	Gal.	415,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

JORDAN VALLEY-JORDAN CREEK SECTION

PROJECT NO. SN-U-FAS 32-C (1)

While negotiations for rights of way are in progress one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within twelve days.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 10, 1943

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 32-C(1), Jordan Valley-Jordan Creek Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Please send us at your early convenience copies of the customary resolution by Jordan Valley concerning encroachments, etc. The present resolution of March 27, 1939, covers only 32-A, not the entire route across the town.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1943
OREGON
STATE HIGHWAY COMMISSION

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Strategic Network Project SN-U-FAS 32-C(1), Jordan Valley-Jordan Creek Section of the I.O.N. Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Please send us at your early convenience copies of the customary resolution by Jordan Valley concerning encroachments, etc. The present resolution of March 27, 1939, covers only 32-A, not the entire route across the town.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

23-~~4209~~ Juntura-Hope Rock Production
8301 Central Oregon Highway 1943

2670

RECEIVED
APR 10 1946
FOR FILING

23-8301

April 1, 1946

United Pacific Insurance Co.,
Earl Blackaby, Agent
Ontario, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2670 for work on the Juntura-Hope Section of the Central Oregon Highway, in Malheur County, has been completed by the contractor, Chester T. Lackey, and that final payment in the amount of $1,213.60 will be made on or after April 11, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $40,592.85, and that no force account work was performed therein. This contract was completed on Nov. 1, 1945 but has not as yet been accepted by the Highway Commission. We anticipate that the Commission will accept this contract at its next meeting on April 4 and 5, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

4-1-46, gl

1945

FOR FILING

53-8301

December 4, 1945

United Pacific Insurance Company,
Earl Blackaby, Agent
Ontario, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey, on contract No. 2670, covering the furnishing of crushed material in stockpiles on the Juntura-Hope Section of the Central Oregon Highway, in Malheur County. This payment, in the amount of $2,211.35, will be made on or after December 14, 1945. The retained percentage is $1,217.92.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD
12-4-45

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 1945

Section Juntura- Hope

Kind of work Rock Production

Highway Central Oregon

Section prefix 23-8301

Contractor Chester T. Lackey

Contract number 2670

Date of contract December 23, 1943

Date of completion October 31, 1945

Date work started September 1, 1944

Estimated date of completion November 1, 1945

Amount of contract $ 42,140.

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 40,597.17

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2294., 5.4 %

Date project was completed November 1, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semifinal estimate completed and data mailed to the Division Engineer on November 23.

RECEIVED
DEC 1945

NOTED
E A PEASE

Signed John T. Burch

Address Burns, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			48.82		
Miles partially completed			48.82		
Miles completed			48.82		
Total estimated quantities			14800		
Estimated quantities moved or placed to date			14868		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FOR FILING

23-8301

May 17,1945

Mr. Chester T. Lackey
Ontario
Oregon

Dear Sir:

The State Highway Commission, at its meeting on May 14, 1945, granted you the extension of time requested, from June 1, to October 31, 1945, without penalty, in connection with contract No. 2670 for furnishing crushed material in stockpiles on the Juntura-Hope Section of the Central Oregon Highway in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

WBG gl

cc: S.H.Probert
G.S.Paxson
M.H.[illegible]

23-83C1

April 13, 1945

Mr. Chester T. Laskey
Ontario, Oregon

Dear Sir:

I am advised that you are making no progress at all on the Juntura-Hope Rock Production Project, Contract No. 2670, which was let to you on December 23, 1943 with a completion date of September 30, 1944, which was renewed to June 1, 1945.

The State Highway Commission has been sympathetic toward the maintenance-material producers during the period when labor has been very short and supplies hard to obtain, but your delay is outstanding and difficult to explain. Our oiling schedule provides for the use of this rock by July 1st, and unless you will take steps to resume operations at full capacity at once, I must recommend to the Highway Commission that your bonding company be notified of your refusal to perform in a satisfactory manner.

Please give this your early and earnest consideration and advise your plan to expedite this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HT
cc Mr. H. G. Smith
Mr. Paul VanScoy

23-4209

January 26, 1945

Mr. Chester T. Lackey
Ontario
Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 22, 1945, granted you the extension of time requested from September 30, 1944, to June 1, 1945, without penalty, in connection with Contract No. 2670 for work on the Juntura-Hope Section of the Central Oregon Highway in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR
CC: Mr. Paul Van Scoy
Division Engineer

23-4209 Balcom

...OTED
Highway Engineer

2670

The Commissi...

Jamtown - Hope Ro... to

Chester T Lackey ... 144 .

In checking ... this job

to answer as ... bonding

Co. I find that no estimates of work completed have been submitted as yet.

Thought you might want to check into the matter if you do not already know the reason.

HWHarrington

REFERRED TO
Mr. Balcock
BY SECRETARY

Time limit has not yet been extended. A letter was sent to Mr. Lackey on Oct. 25th telling him to request an extension and to furnish consent of surety. HWB

57
1/2
Sent.

1/01
Contractor has produced 600 cu yds out of 15000

checking on extension

REFERRED TO
Mr. Probert
By Chief Engineer

Please advise about this.

FOR FILING

23-4299. Baldock

Mr. Baldock

Crushing operations started Oct. 9, 1944.

Contract called for partial completion by June 30, 1944 and full completion by Sept. 30, 1944.

[illegible]

Contractor has produced 600 cu yds out of 15000

...OTED

...ighway Engineer

The Commission ... #2670,

Junction-Hope Ro... to

Chester T Lackey ...

In checking ... this job to answer as ... Lumbering Co. I find that no estimates of work completed have been submitted as yet.

Thought you might want to check into the matter if you do not already know the reason.

H W Kanright

REFERRED TO
Mr. Probert
By Chief Engineer

Please advise about this.

checking on extension

FOR FILING
[illegible] File closed

[illegible]

In connection with contract # [illegible]
[illegible] Production Report by
[illegible] on Dec. 23, 1946.

In checking up the status of this file
[illegible] accompanying [illegible] from the [illegible]
Co. I find ~~that~~ [illegible] information [illegible]
completed has been submitted except.

[illegible]
[illegible] of [illegible] from the [illegible].

RECEIVED
OCT 26 1944
FOR FILING

23-4209

Oct. 25, 1944.

Mr. Chester T. Lackey,
Ontario, Ore.

Dear Sir:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up the contractor shall make a request, accompanied by surety's agreement for an extension of time to cover prior to [illegible] the anticipated overrun.

Your contract No. 2670, Juntura-Hope Section, lies within this qualification. Will you kindly submit a request for an extension of time accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

M

CC to Paul Van Scoy
H. G. Smith

FOR FILING

33-4217

January 13, 1944

Chester T. Lackey
Ontario, Oregon

Dear Sir:

We are sending you today a fully executed copy of contract No. 2670 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

NOTED
RUTH SMITH

JAN 10 1944

December 29, 1943

Mr. Chester T. Lackey
210 S. W. Second Street
Ontario, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2670, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

DF

NOTED
RUTH SMITH

JAN 8 1944
FOR FILING

December 24, 1943

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission on December 23, 1943, awarded you the contract for the Juntura-Hope Rock Production Project on the Central Oregon Highway in Malheur County. This award was based on your low bid of $42,140.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Acting Secretary

AO

cc - S. H. Probert
G. S. Paxon

NOTED
RUTH SMITH

FOR SURVEYS ONLY

Production

RECEIVED

Job name Juntura - Hope

Highway Central Oregon.

County Malheur Job Prefix

Date November 13, 1943

Week from Nov. 6 to Nov. 13

Mail address Box 564, Burns, Oregon.

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

11-10. Went over Juntura - Hope Rock Production Project with J.D.Walker, D.M.S.

11-12. Signed stock pile sites and quarries on project.

NOV 16 1943

NOTED

Signed John T. Burch

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

25-~~4204~~ Lexington Rock Production
8301 Lexington-Echo Highways 1943

#2671

RECEIVED
[illegible] 10 1945
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 9, 1945

25-8301

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3449	2671	7-Final	Oscar E. Joelson	1,070.20	270000	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Acceptance advice is on file in this office for this contract.

[illegible]

ACCOUNTING DIVISION

By ____________________
Bookkeeping Dept.

Approved ____________________
Secretary

MAR 22 1945 D
FOR FILING

25-8201

March 21, 1945

Harvey Wells-Reed Insurance Co., Agent,
Great American Indemnity Co.,
Failing Bldg.,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2671 for work on the Lexington Rock Production Project, in Morrow County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $1,070.20 will be made on or after March 31, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $33,527.73 and that no force account work was performed therein. This contract was completed on February 1, 1945, and accepted by the Commission on March 12, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG/gl

R 20 1945
FOR FILING

25-4204

Salem, Oregon
March 19, 1945

Extensions of Time Granted.

Mr. C. B. McCullough
OFFICE

Dear Mr. McCullough:

The State Highway Commission at its meeting on March 12, 1945, approved the following extensions of time, all without penalty:

Contract No. 2591, Tom Lillebo, extended from December 31, 1942, to December 7, 1944.

✓ Contract No. 2671, Oscar E. Joelson, extended from January 31, 1945, to February 1, 1945.

Very truly yours,

Secretary.

gl

cc: G. S. Paxson
S. H. Probert

FOR FILING

25-4204

March 15, 1945

Oscar E. Joelson,
General Contractor,
1743 Washington St.,
Eugene, Oregon.

Dear Sir:

The State Highway Commission, at its meeting on March 12, 1945, granted you the extension of time requested, from January 31, 1945 to February 1, 1945, without penalty, in connection with Contract No. 2671, for the Lexington Rock Production Project in Morrow County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jeo

cc: Mr. Paul VanScoy

NOTED ON CARD
jeo 3/15

RECEIVED
MAR 10 1945
FOR FILING

25-4204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1945

SUBJECT: Acceptance of Completed Contracts

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the following state highway contracts:

Contract No. 2671, with Oscar E. Joelson, for furnishing crushed material in stockpiles on the Lexington Section of the Heppner and Lexington-Echo Highways in Morrow County, was completed on February 1, 1945.

Acceptance of the above-listed contract by the Oregon State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. Rhodes/GS

cc to J. W. McCallister
Jutta Odelle ✓

NOTED ON CARD
3/15

FOR FILING

22-4204

March 1, 1945

Harvey Wells-Reed Ins. Co., Agents,
Great American Indemnity Co.,
Failing Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on Contract No. 2671, covering the Lexington Rock Production Project in Morrow County. This payment, in the amount of $5,895.03, will be made on or after March 10, 1945. The retained percentage is $1003.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

NOTED ON CARD
QEC 3/1

HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

26 FINAL

For Week Ending Feb. 10, 1945

Section Lexington Rock Production

Kind of work Rock Production

Highway Heppner and Lexington-Echo

Section prefix 25 - 4204

Contractor Oscar E. Joelson

Contract number 2671

Date of contract December 23, 1943

Date of completion February 1, 1945

Date work started April 8, 1944

Estimated date of completion Feb.1, 1945

Amount of contract . . . . $ 33,800.

Per cent of time elapsed 182.3 %

Estimated cost of completed project, exclusive of engineering . . . . $ 33,461.37

Per cent of contract completed, based on total contract price . . . . 100. %

Engineering cost to date, $ 1715.71, 84.6 %

Date project was completed Feb.1, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The stockpiled quantities were computed from the cross-sections and the semi-final estimate compiled and forwarded to La Grange Feb.10 1945.

NOTED I. G. SMITH

NO
E. A. H.

RECEIVED FEB 12 1945

RALPH LOGSTAFF

Signed H. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed			12,000.		
Total estimated quantities			11,757.		
Estimated quantities moved or placed to date			92 Elapsed working days		
Average daily quantities			142 Actual days worked		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift			0		
Average force on project for week					

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Pt. Cloudy		
Friday	"		
Saturday	Cloudy		

RECEIVED
DEC 21 1944
FOR FILING

25-4204

December 21, 1944

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from July 31, 1944, to January 31, 1945, without penalty in connection with Contract No. 2671 for your Lexington Rock Production Project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rwr
CC to: Mr. Paul Van Scoy

NOTED ON CARD
JEO 12/21

25-4204

November 30, 1944

Mr. W. S. Newton,
Division Credit Supervisor,
Union Oil Company of California,
Yeon Building,
Portland 4, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of November 28, 1944, requesting certain information relative to State Highway Contract No. 2671, covering rock production on the Heppner and Lexington-Echo Highways in Morrow County, awarded to Oscar E. Joelson.

You are correct in stating that the original completion date was July 31, 1944. The Engineer's estimate of completion at this time is December 30, 1944, however completion of the job depends on weather conditions. No request for extension of time has been received up to this time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jeo

PORTLAND, OREGON

November 28, 1944

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Mr. H. B. Glaisyer, Secretary

Gentlemen:

In connection with State Highway Contract #2671, awarded to Oscar Joelson, will you please tell us what date is set for the completion? We believe the original completion date was July 31, 1944. However, we understand that he is still working on this contract and we would like to know whether the completion date has been extended.

Thank you.

Yours very truly,

W. S. NEWTON
Division Credit Supervisor

By: D. G. van der Hellen

dvh:eac

RECEIVED
NOV 30 1944
OREGON
STATE HIGHWAY COMMISSION

FORM 401 P 2-43 5M
PRINTED IN U.S.A.

25 - 4204

Oct. 25, 1944.

Mr. Oscar E. Joelson,
1743 Washington St.,
Eugene, Ore.

Dear Sir:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by agreement of surety, for an extension of time to cover the anticipated overrun. prior to expiration date in contract.

Your contract No. 2671, Lexington Rock Production Project, lies within this qualification. Will you kindly submit a request for an extension of time, accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H
CC to Paul Van Scoy
H. G. Smith

FOR FI

25-4204

October 23, [illegible]

Emergency Truck Tire Panel,
Office of Price Administration,
Bedell Bldg.,
Portland, Ore.

Gentlemen:

Oscar E. Joelson, Contractor, Heppner, Oregon, has an Oregon State Highway Contract, No. 2671, for the production and stockpiling of 12,000 cubic yards of crushed rock which requires about 40,000 yard miles of truck haul.

This crushed rock is urgently required by the Oregon State Highway Department for the maintenance of the Heppner Primary State Highway. It is important to keep this highway in good repair for the transportation of logs, lumber and agricultural products which are very essential to the war program.

Mr. Joelson has been operating continuously for the past two years on rock production projects for the Oregon State Highway Commission and will continue to bid on future contracts providing he can obtain sufficient equipment and supplies to keep operating. At present he is extremely short on truck tires and it has become necessary to rob the tires off one truck in order to keep his other trucks operating. He advises us that he is in desperate need of tires and may have to close down unless he can get relief.

His application for six truck tires size 8.25 x 20 has not been approved. We will appreciate it very much if you can rate this project sufficiently high so that Mr. Joelson can procure the tires he requires to complete this project this fall.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

CC to

Oscar E. Joelson,
Heppner, Ore.

1944

FOR FILING

25-4204

Oct. 13, 1944.

Mr. Leo C. Rush,
Production Service Specialist,
War Production Board,
815 Bedell Bldg.,
Portland 4, Ore.

Dear Sir:

In answer to your letter of October 12th, regarding an application (WPB 541) from Oscar E. Joelson, please be advised as follows: Mr. Joelson has been devoting full time to Oregon State Highway contracts for the past two years, having completed three crushing contracts and is starting a fourth. State contract No. 2671 that Mr. Joelson is starting comprises the crushing and stockpiling of approximately 12,000 cubic yards of crushed rock. Date of completion of this contract was July 31, 1944, but due to slow production on previous contracts the completion date will probably be on or about Jan. 1, 1945. A major factor in the low production by Mr. Joelson has been inadequate power. The diesel power plant requested would materially aid in speeding production and balancing the crushing plant. Mr. Joelson is a consistant bidder on Oregon State Highway contract work and will undoubtedly continue to produce crushed rock for the State in the future.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer.

H

January 13, 1944

25-4204

Oscar E. Joelson
1743 Washington St.
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2671 which was awarded to you on December 23, 1943, by the State Highway Commission, covering the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

25-4324

December 28, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2671, which was awarded to you by the State Highway Commission on December 23, 1943, covering the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AO

NOTED
RUTH SMITH

25-4204

December 24, 1943

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

The State Highway Commission on December 23, 1943, awarded you the contract for the Lexington Rock Production Project on the Heppner and Lexington-Echo Highways. This award was based on your low bid of $33,800.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

DF

cc - S. H. Probert
G. S. Paxson

NOTED
RUTH SMITH